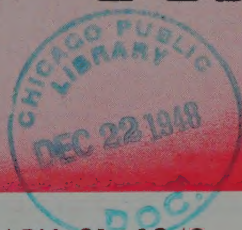


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FOREIGN TRADE



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OTTAWA, FEBRUARY 21, 1948

No. 60



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Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, FEBRUARY 21, 1948

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Recent air view of Vancouver, through which a total foreign cargo tonnage of 4,484,480 was moved during the past year. Of this, 2,154,984 tons was inward cargo and 2,329,496 tons was outward cargo. Statistics compiled by the National Harbours Board indicate improvements over prewar years and reflect the best overall picture since 1930. Substantial increases were noted in the movement of forest products, higher by 22 per cent than in 1946; in petroleum products, flour, rock and stone, cement, sugar and sulphur. Grain shipments declined, amounting only to 53,733,502 bushels. A total of 928 ocean-going ships, of 3,977,601 net registered tons, entered the port, and 951, of 4,054,041 net registered tons, cleared Vancouver during the year. Arrivals of coasting craft totalled 28,018, representing 9,375,426 net registered tons.

Courtesy Aero Surveys Limited.

External Trade of Newfoundland Reached Record in Past Year

Strong demand for fishery products, pulp and paper and minerals continued in world markets at high prices—Fish marketing organizations established—Imports from Canada and United States increased—Considerable capital expended on existing industries.

By J. C. Britton, Commercial Secretary for Canada

ST. JOHN'S, January 9, 1948.—The economy of Newfoundland showed few evidences of any decline in 1947, and, in most sections of the country, the prosperous conditions which had been experienced in the past few years again prevailed. The demand in world markets for Newfoundland's primary exports—fishery products, pulp and paper and minerals—continued to be strong, and sales of available supplies were effected at high prices, with the result that both import and export trade reached the highest level in the country's history. The production of pulp and paper products in 1947 was higher, while the salted cod catch was estimated at 1,266,000 quintals, an increase of 200,000 quintals over that of the previous year. Mineral production for 1947 was up slightly, but, as a result of increased world prices, the value of mineral exports was considerably higher. The suspension of sterling convertibility during the late summer disrupted trading in salted cod—still the most important fishery export—with European and other sterling markets for a temporary period. The Newfoundland Government arranged to make dollars available to exporters of salted cod in Newfoundland against sterling deposits in London on shipments under contract and, after a delay of a few weeks, trading was resumed.

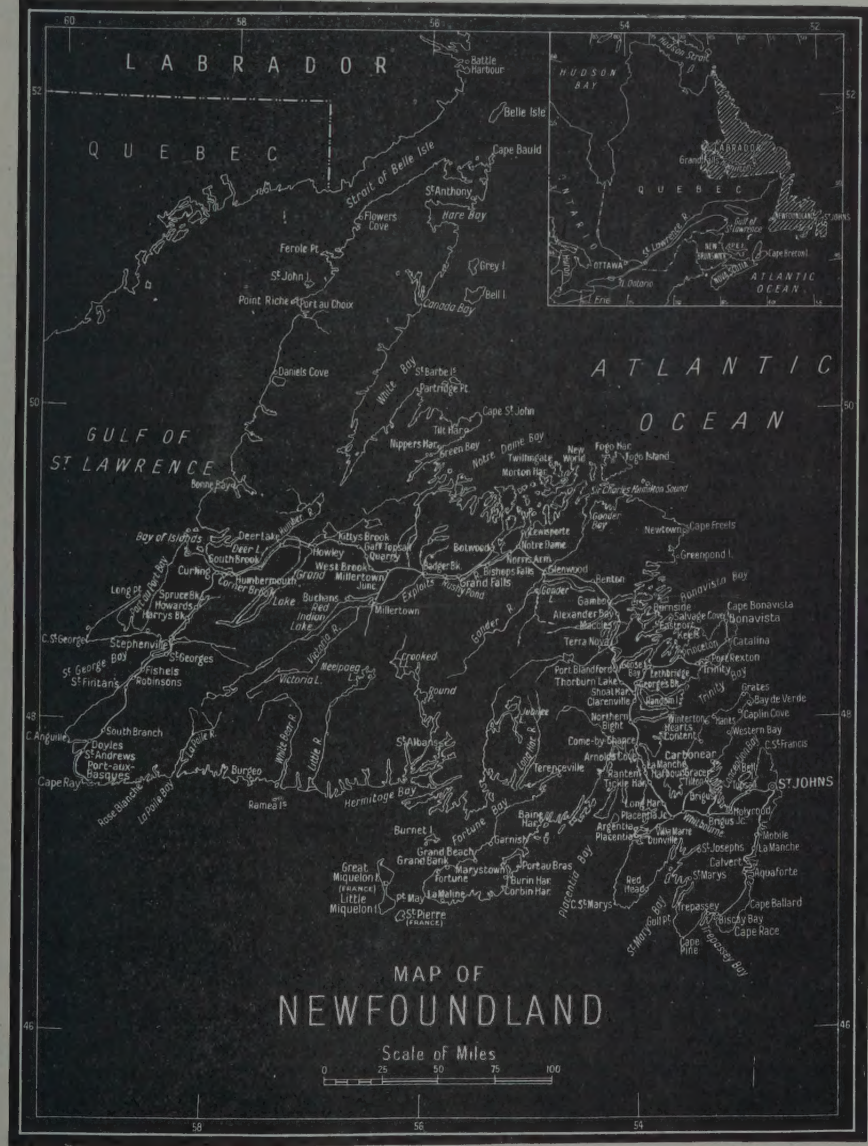
There was some unemployment in various sections of the country following the virtual failure of the Labrador fishery, but the slack was taken up in part by the expanding paper industry. Whereas retail and wholesale trading generally was buoyant and slightly higher in 1947 than in the preceding year, there was an increased utilization of credit facilities.

Cost of Living Rose Steadily as Import Prices Advanced

The cost of living in Newfoundland rose steadily all through the year as prices in the principal supplying markets, Canada and the United States, advanced. The cost of living index for St. John's stood at 178·8 in November, 1947, (October, 1938=100). Importers carried very substantial stocks during 1947, thereby escaping the very substantial price rises on most foodstuffs and other commodities which took place towards the end of the year in both the United States and Canada. The full effect of these elevated prices will not be felt until stocks are replenished. It is likely that any further increases in the price of essential foodstuffs and other supplies in these markets would reduce the volume of purchases by Newfoundland importers. Although arrangements were concluded for the sale of the bulk of the 1947 catch of salted cod, there is some uncertainty about the disposal of the catch in the forthcoming year. A large percentage of Newfoundland's salted cod is sold to historic sterling markets such as Portugal, Spain, Greece, Italy and the British West Indies. Any

curtailment of shipments to these markets would affect the country's economy and reduce the total volume of exports. The combined effect on the rising prices for imports and possible restrictions on exports of salted cod might bring a gradual levelling off in the volume of Newfoundland's foreign trade over the next few years. The present position is still satisfactory by comparison with prewar years and no precipitous decline in the level of trading is looked for.

Considerable improvement has been made in the fishery organization in Newfoundland in recent years, particularly with respect to marketing. The most important development in 1947 was the establishment of Newfoundland Associated Fish Exporters Limited which now controls the sale and export of all salted cod and related species to overseas markets. A similar organization has been set up covering dried squid and herring. Other varieties of fish may be included at a later date. This should



materially aid Newfoundland to meet competition in world markets in the future. The new organization prevented a serious decline in the price of salt cod with the suspension of sterling convertibility on shipments to European markets in September.

Frozen Fillet Production Falls as Demand Decreases

The output of frozen fresh fillets, particularly cod, was lower in 1947 than in 1946. This resulted from decreased demand from the United States earlier in the year and the fact that no contract was received from the United Kingdom. The position, however, improved considerably later in the year as meat prices in the United States soared. The production of frozen fish fillets, while a relatively new development, nevertheless plays an important part in the economy of the country, as there are fourteen quick-freezing plants located at various points throughout the country. Exports of frozen and chilled cod fillets from Newfoundland reached the peak figure of 35,000,000 pounds in 1945, but it is doubtful if exports in 1947 will exceed 12,000,000 pounds.

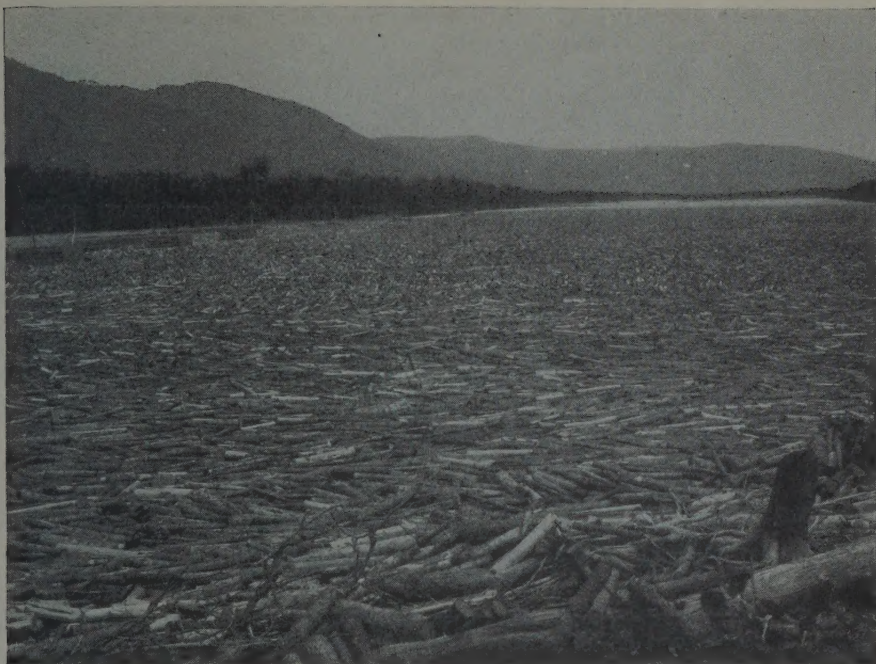
Canadian and United States Exports to Newfoundland Increased

It is anticipated that Newfoundland's import and export trade for 1947 will show an increase over any previous calendar year. Canada's exports to Newfoundland for 1947 totalled \$55,085,000, the highest figure yet reached and a substantial increase over \$38,229,000 for 1946. Newfoundland was Canada's seventh most important export market in 1947, following the United States, the United Kingdom, France, Union of South Africa, Australia and the Netherlands. Imports into Canada from Newfoundland also showed a worthwhile increase, being valued at \$8,391,028 for the first ten months of 1947 compared with \$7,868,985 for the same period in 1946. Domestic exports from the United States to Newfoundland in the period January to August, 1947, rose sharply, amounting to \$25,146,253, almost double the total of \$12,761,445 for the first seven months of 1946.

Newfoundland's pulp and paper industry made very great strides in the year under review. The two companies undertook expansion programs designed to increase future output substantially. At the same time, despite a short water supply which hampered operations to some extent during the year, the combined output of all types of pulp and paper products was 473,460 short tons, compared with 441,602 tons in 1946. Newsprint production in 1947 was placed at 397,560 tons compared with 396,265 in 1946 and sulphite production amounted to 67,400 tons and 46,298 tons respectively in the same two years. The pulp and paper industry is rapidly assuming a dominant position in Newfoundland's economy. With prospects of increased output in the near future, the industry provides an important stabilizing influence of benefit to the entire commercial community. Returns from exports of pulp and paper products should assist materially in providing the necessary funds for the purchase of the country's essential imports.

Newfoundland Mineral Exports Reach Record Figures

The value of minerals exported from Newfoundland in 1947 was estimated at \$15,900,000, constituting a record and exceeding the 1946 figure by more than \$4,000,000. There were increases in the export tonnages of iron ore, limestone, and fluorspar but decreases in the case of zinc, lead and copper concentrates. Returns received from the sale of all



Newfoundland—Pulpwood on the Humber River bound for a paper mill.

mineral products due to increased world prices brought the export value to an all-time high. Exports of iron ore totalled 1,327,000 long tons in 1947, as compared with 1,235,179 tons in 1946. Lead concentrate exports declined from 39,727 tons in 1946 to 35,000 in 1947; zinc concentrates from 87,673 tons to 70,000 tons; and copper concentrates 19,153 to 16,000 tons. Limestone exports increased from 266,153 tons in 1946 to 285,000 in 1947 and fluorspar exports also rose from 26,478 to 41,700 tons in the same two years.

Government revenue for the first nine months of the fiscal year 1947-48 amounted to \$31,600,416, a new high and considerably above the figure of \$28,983,960 in the same period in the preceding fiscal year. Expenditure was also of record proportions, totalling \$31,250,022 for the first nine months of the fiscal year 1947-48, substantially above the total of \$26,975,289 for the period April to December, 1946-47. The surplus at the end of nine months stood at \$350,000, as under the present policy being followed the government financed purchases on capital account out of current revenue, in addition to providing for interest and other debt charges in this manner. The chief sources of supply of revenue were: customs, which yielded \$18,641,396 in the period April to December, 1947-48, compared with \$15,991,742 for April to December, 1946-47; and direct taxation, \$9,091,042 for the first nine months of the fiscal year 1947-48 and \$9,200,721 for the same period in 1946-47.

Economy of Country Has Been Strengthened

In any assessment of future trading prospects in Newfoundland it should be noted that the economy of the country has been strengthened during the past seven years. While no new major industries have been developed, nevertheless, considerable capital has been expended on existing industries and this has already brought about increased pulp and

paper production and important diversification to the fisheries. These developments should assist in maintaining a degree of prosperity well above the level of prewar years. Newfoundland, because of its dependence on foreign trade, is highly vulnerable to external trading conditions and like most other countries will experience a degree of uncertainty until the international trading position becomes more stabilized. The exchange difficulties which were encountered in 1947 and affected the sale of salted cod to certain sterling markets brought about the first temporary setback to the country's export trade which had been increasing progressively over the past few years. The sharp increases in prices now taking place in the United States and Canada on a wide range of items imported from these sources, may be expected to affect the volume of imports in the next few months. The present position would seem to call for the exercise of a degree of moderate caution, particularly until the official policy with respect to payments for salted cod exported to sterling markets has been established for 1948.

Cargo Handled Through Eight National Harbours Fourteen Per Cent Higher

Aggregate for 1947 was 31,071,000 tons, compared with 27,172,000 tons in 1946, though movement of grain lower—One-third handled through Montreal—More ocean-going, coasting and river craft entered inwards.

CARGO handled through the eight ports administered by the National Harbours Board showed an increase during the past year of 3,899,000 tons, or fourteen per cent, over the total for 1946. The aggregate tonnage, carried inward and outward by ocean-going, coasting and river craft was 31,071,000 in 1947, compared with 27,172,000 in the previous year, although the movement of grain was lower. Each of the harbours participated in this increase, and the cargo handled through Montreal was one-third of the total for all eight.

There was also an increase in the number of vessels entering the national harbours, arrivals of ocean-going, coasting and river craft in 1947 being 42,876, with a net registered tonnage of 29,860,000, compared with 39,823 vessels in 1946, with a net registered tonnage of 26,879,000.

Shipping and water-borne cargo tonnage statistics for each of the harbours, with figures for 1946 shown in parentheses, are as follows:

Halifax—vessel arrivals, 2,319 (2,409); vessel tonnage, 3,406,482 (3,803,472); cargo tonnage, 3,575,547 (3,385,712).

Saint John—vessel arrivals, 1,593 (1,551); vessel tonnage, 2,341,455 (2,129,154); cargo tonnage, 3,017,589 (2,842,688).

Chicoutimi—vessel arrivals, 142 (133); vessel tonnage, 128,571 (81,365); cargo tonnage, 184,432 (62,912).

Quebec—vessel arrivals, 4,191 (3,872); vessel tonnage, 2,902,654 (2,470,154); cargo tonnage, 1,855,018 (1,540,759).

Three Rivers—vessel arrivals, 2,217 (2,073); vessel tonnage, 1,713,516 (1,796,200); cargo tonnage, 2,608,129 (1,902,524).

Montreal—vessel arrivals, 3,433 (3,193); vessel tonnage, 5,951,787 (5,239,076); cargo tonnage, 10,713,478 (9,099,100).

Churchill—vessel arrivals, 35 (21); vessel tonnage, 68,361 (40,413); cargo tonnage, 156,260 (93,744).

Vancouver—vessel arrivals, 28,946 (26,571); vessel tonnage, 13,353,027 (11,318,914); cargo tonnage, 8,960,930 (8,244,581).



Montreal—During 1947, vessels arriving at Montreal totalled 3,433, with a net registered tonnage of 5,951,787 and a cargo tonnage of 10,713,478. Saw-tooth wharves provide full protection for ships from the effects of the St. Mary's Current.

Photo by Spartan Air Services, Limited.

The volume of grain traffic in 1947 was in the aggregate lower than in the previous year. Deliveries during 1947 from grain elevators operated by the Board and from privately operated elevators in harbours administered by the Board were, in bushels, as follows (corresponding figures for 1946 being shown in parentheses):

Halifax, 7,183,720 (6,849,256); Saint John, 13,759,514 (16,150,312); Quebec, 384,325 (3,717,535); Three Rivers, 12,727,122 (6,879,737); Montreal, 66,880,198 (78,615,890); Prescott, 9,101,325 (8,799,377); Port Colborne, 14,748,562 (19,708,953); Churchill, 4,975,754 (2,928,936); Vancouver, 53,733,502 (65,997,393).

Belgian Trade Association Formed

Brussels, December 20, 1947.—(FTS)—Promotion of closer commercial relations between Belgium and Canada is the aim of the Association Economique Belgo-Canadienne, which has been formed in this country. It will compile and make available to its members all relevant information of an economic character, establish contacts between businessmen in the two countries, furnish commercial data to Belgian and Canadian firms, and assist its members who have difficulties with import licences, customs formalities, etc. It is proposed that this association should serve as an intermediary between its members and the governments of Belgium and Canada in matters concerning trade, industry and finance. It will also arrange introductions for those of its members visiting Canada.

Baron van der Straten Waillet, Minister of External Commerce, is the Belgian patron of the association, and Dr. Victor Doré, Canadian Ambassador in Brussels, has accepted an invitation to be its Canadian patron.

The annual dues will be 500 Belgian francs for associate members and 300 francs for adherent members, in addition to an initial membership fee of 100 francs. Headquarters of the organization will be at No. 7 rue du Gouvernement Provisoire, Brussels.

Economic Advance of Pakistan and India Halted by Disturbances

Normal activities of governments diverted to "staying the murderer's hand and providing succour for the homeless"—Stocks of food grains at end of August sufficient only for few days—Transportation system unable to meet business requirements—Wholesale prices climbed steadily over period of twelve months.

By Richard Grew, Commercial Secretary for Canada

(Editor's Note—This is the first of three articles on economic conditions in India and Pakistan, covering a three-month period ending last August. Industry, domestic trade, foreign trade and finance will be discussed in subsequent articles.)

BOMBAY, December 24, 1947. — India and Pakistan experienced economic difficulties of a most baffling character during the three months ending last August, while political emancipation was being legalized. Shortages of foodstuffs, extending over a period of two years, rapidly reached the "last straw stage". Stocks of food grains in large deficit areas were sufficient at the end of August for no more than a few days, on the basis of existing minimum rations. The only hope of averting crisis lay in the provision of extra-normal methods of procurement and emergency shipments from abroad.

The general range of prices and cost of living registered fresh gains during the period under review. Since monetary expansion has ceased, this presumably reflects a further weakening of the position as it pertains to available supplies and their distribution. Financial conditions were static, as investors and borrowers anxiously sought a clearer lead from their respective governments. Although industrial activity showed a slight improvement in the previous period, any benefits to be derived from increased production disappeared as a result of the parlous transportation position. On the other hand, the value of imports and exports remained high.

Magnitude of Losses Exceeds Possible Measurement

Frenzied communal killing and looting featured the period under review, this being the principal occupation of hundreds of thousands of people in every village and town in the eastern and western sections of the Punjab. The losses are of a magnitude that defies any accepted mode of measurement. Authorities in both Dominions will attempt to estimate the economic losses, but it is evident that no full assessment can be made. Normal activities of the government at the highest level were diverted to the task of staying the murderer's hand and of providing succour for the homeless. As a result, the Government of India was prevented from formulating any statement of its economic policy, in the absence of which private investment planning has been virtually at a standstill.

The transportation system, which was already too feeble to meet the normal traffic requirements, was suddenly called upon to move tens of thousands of people over an average of one thousand miles. Such pressure affected the smaller industrialist and businessman in other sections of the country, as they rely on week-to-week or even day-to-day distribution of raw materials and finished products. While the business life of the Punjab was shattered, the neighbouring provinces also became more or less isolated

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from the rest of the country, and normal transactions had to be practically abandoned. Finally, disturbances in the Punjab gave rise to acute inter-communal tension in such cities as Bombay, Calcutta and Cawnpore, which affected industrial and trading activity.

The general level of prices, which had tended to be steady in the previous period, moved up again in the period under review, although there have been fluctuations in both directions. From an average of 289.9 in May (August 1939 = 100) the Economic Adviser's index of wholesale prices rose to 301.3 in the second week of August, but this was followed by a small recession to 299.6 up to the end of the month. The following statistical table gives index numbers of wholesale prices over a period of twelve months:—

Index Numbers of Wholesale Prices

(August, 1939=100)

	Agricultural Com- modities	Primary Com- modities	Manufac- tures	All Com- modities
September, 1946	310.7	277.6	248.7	271.0
October	321.7	287.0	262.5	281.5
November	336.0	295.2	275.7	290.9
December	326.2	289.2	277.8	286.7
January, 1947	314.7	284.6	279.9	283.8
February	324.7	292.7	276.9	289.2
March	335.9	298.0	274.2	292.7
April	338.2	298.9	269.5	292.2
May	333.8	295.2	271.7	289.9
June	341.0	294.8	276.7	290.8
July	350.8	302.1	278.6	296.8
August	352.4	303.9	284.3	299.6

In contrast with the experience of the preceding period, the increase in prices is reflected in all the principal commodity groups, among which, however, only the agricultural commodities group participated in both phases of the movement of the general index. There was a rise up to the middle of August, owing to higher prices for groundnuts and copra, but subsequently the group index remained steady.

Prices of Foodstuffs Rise as Position Deteriorates

The deterioration in the food position has had its reaction on the prices of foodstuffs. The weighted index of articles of food, having crept up throughout 1946, had been comparatively steady for a few months in 1947; but since the middle of the year the upward move is again noticeable. The average of foodstuff prices rose sharply from 272.9 in June to 282.8 in August. Over the period, the increase is eight points, as against one point in the previous period. A feature of the movement during this period is the rise in the prices of cereals, which had remained steady throughout the first half of 1947. In the period ended August, the cereal index jumped by ten points to 295.0, which should be compared with the increase of five points spread over the preceding two years.

In the sphere of industrial prices, upward pressure which became noticeable in May, 1947, was continued in the period under review, when a substantial all-round advance was recorded. This is brought out in the following brief statement of the weighted index numbers of prices in three stages of industrial production:—

Index Numbers of Industrial Products

(Year to August, 1939=100)

	Industrial raw ma- terials	Semi- manufactures	Manufac- tures
1947			
March	362.9	248.9	270.9
June	361.5	250.7	273.5
August	371.6	258.0	279.8

Cost of Living Has been Raised in Urban Centres

Consistently with wholesale prices, the cost of living in urban centres has been raised. In the period under review, this was reinforced by seasonal increases in the prices of some important articles of consumption. In Bombay, by August, the index had reached a new peak at 284 (year to June, 1934=100), as compared with 278 two months earlier. Higher prices of foodstuffs accounted for most of the increase, in which the chief feature was the rise in the index for cereals from 275 to 287. Comparing the latest position with that of a year ago, the cost of living is up by 17 points and an analysis by groups of commodities reveals an increase of 23 points in foodstuffs, a fall of three points in fuel and lighting and increases of 6 and 31 points in clothing and miscellaneous articles respectively. The index for house rent showed no change. The cost of living in Ahmedabad and Sholapur took even higher jumps during the period, the respective indices for August at 330 and 368 (year to August, 1939=100) showing an identical increase of 31 points at the two centres in comparison with June. In the corresponding period of last year, there had occurred a more restrained increase when the level of 306 was reached at both centres in August, 1946.

As regards other industrial centres, the period ended August, 1947, recorded a comparatively small increase in the cost of living in Cawnpore and Lahore, while in Madras it remained steady. In comparison with a year ago, however, the average for the period shows increases of 33, 24 and 38 points respectively. Index numbers of cost of living for the industrial centres of Bombay, Ahmedabad and Nagpur are given in the following table:—

Index Numbers of Cost of Living

Base: Year to	Bombay June, 1934	Ahmedabad July, 1927	Nagpur Jan., 1927
August, 1939	105	73	64
September, 1946	270	212	185
October	264	219	181
November	272	216	183
December	279	216	185
January, 1947	267	207	190
February	263	206	195
March	269	207	203
April	270	208	203
May	271	212	198
June	278	212	203
July	274	218	203
August	284	235	203

Increased Output in United Kingdom of Hand-blown Glassware Recommended

London, December 31, 1947.—(FTS)—Immediate plans should be instituted for an increase in production of hand-blown glassware up to three times the volume of prewar output, the working party appointed by the Board of Trade to investigate this industry recommended in submitting their report. Responding to the government's request to build up export trade, the industry to date has increased the value of exports 135 per cent over the prewar figure.

The world reputation for this product rests chiefly on plain and decorated glassware of the highest quality. Serious consideration, however, is being given to the establishment of a modern glassworks, using mechanical production methods. Output from this works could be marketed through existing trade connections to cater for the medium-priced market, as well as for the hotel, railway and institution trade.

Canada Can Supply Many Products Required for Relief in Greece

United States loan provides for purchases valued at \$121,300,000 in first three months of current calendar year—Wide variety of items, from two tons of fish hooks and two tons of needles to 135,000 tons of wheat and bread cereals—American Mission for Aid to Greece will supervise expenditures.

FUNDS made available by the United States for reconstruction and relief in Greece may be used for the purchase of commodities in other lands, including Canada. Of a loan to Greece and Turkey the United States Government authorized \$300,000,000 for Greece last year, and expenditure of \$121,300,000 during the first three months of the current calendar year under the Greek import program. The allocation was made after a careful examination of local conditions by a mission from the United States, and the utilization of the funds will be supervised by the American Mission for Aid to Greece (AMAG).

Requirements during the first quarter of 1948 are divided into seventeen general classifications, which are set forth in the following table, and it is indicated whether the goods shall be imported direct by AMAG, by the Greek Government (State) or by Private Trade:

Allocations to Greece for First Quarter

	AMAG	State (Thousand dollars)	Private	Total
Animals .....	.....	.....	\$ 400	\$ 400
Foodstuffs, feeds and beverages	\$ 26,247	\$ 13,195	13,384	52,826
Fuel and petroleum .....	.....	8,126	.....	8,126
Forest products .....	.....	.....	3,710	3,710
Metals	4,045	180	1,990	6,215
Metalware .....	.....	.....	1,479	1,479
Non-metallic minerals .....	.....	.....	693	693
Textiles .....	.....	.....	11,174	11,174
Hides and leather .....	.....	.....	2,508	2,508
Rubber and products .....	.....	.....	131	131
Machinery and spares	2,400	1,000	14,020	17,420
Vehicles and other transport equipment .....	.....	.....	6,050	6,050
Drugs and medical supplies	900	.....	2,050	2,950
Chemicals, paints, dyes .....	.....	1,500	3,151	4,651
Miscellaneous industrial raw materials .....	.....	.....	411	411
Electrical, photographic, optical and scientific supplies .....	.....	.....	1,238	1,238
Miscellaneous	200	50	1,123	1,373
Total	\$ 33,792	\$ 24,051	\$ 63,512	\$121,355

Interested Firms Should Write Export Division

Purchases for AMAG are made through the North Atlantic Division of the United States Army, in New York. Army authorities work through American contractors, who may in turn obtain their supplies in the United States or in Canada. It is also possible that certain purchases will be made through the Canadian Commercial Corporation, in Ottawa. It is desirable, therefore, that any Canadian firms interested in such direct purchases for Greece should communicate with the Export Division, Department of Trade and Commerce, which will put them in touch with the agency concerned. The system whereby goods may be obtained for the Greek



Greece—Canadian wheat being unloaded by bucket on the dock at Piraeus, the port of Athens, through which will pass most of the commodities to be purchased by Greece with funds made available by the United States.

Government has not been fully clarified. Interested firms should follow the same procedure, for the time being, as for direct purchases by or on behalf of AMAG.

Canadian exporters should be particularly interested in the provision of goods for "Private Trade". Firms wishing to quote on products listed under this heading should communicate with the Commercial Secretary, Canadian Embassy, Athens, Greece, and forward a copy of their letter to the Export Division, Department of Trade and Commerce, in Ottawa, for information. In order to expedite such transactions, Canadian firms should quote f.o.b. Canadian port prices, when possible, and to indicate their terms of trade. If the company concerned is not already listed in the Canadian Exporters Directory, maintained by the Export Division, it should furnish commercial references.

The present program, as set forth above and in detail below, covers requirements for the first quarter of the current year, and may be used as a basis for consideration in subsequent quarters. Items that Canada may be in a position to supply are as follows, the symbol "D" indicating direct importation by AMAG, "S" importation by the State, and "P" importation by Private Trade:

Animals—

Breeding jacks and stallions, 150 valued at \$52,000; bulls and cows, 330 valued at \$120,500; goats, 60 valued at \$6,000; swine, 260 valued at \$20,000; poultry, birds to value of \$5,500; draft horses, 1,600 valued at \$196,000 (P).

Foodstuffs, Feeds and Beverages—

Wheat and bread cereals, 135,000 metric tons valued at \$19,700,000 (D), and 23,000 metric tons valued at \$4,738,000 (S).

Rolled oats, 2,000 metric tons valued at \$440,000 (D).

Macaroni, 10,000 metric tons valued at \$2,250,000 (S).

Soya flour, 6,000 metric tons valued at \$1,020,000 (D).

Pulses, 7,000 metric tons valued at \$1,840,000 (D), and 5,000 tons valued at \$1,100,000 (S).

Fresh meat, 3,000 metric tons valued at \$2,100,000 (P).

Canned meat, 720 metric tons valued at \$1,000,000 (P).

Eggs, 910 metric tons valued at \$1,100,000 (P).

Fresh fish, 2,000 metric tons valued at \$440,000 (P).

Codfish, dry or wet, salted, 5,000 metric tons valued at \$1,700,000 (P).
 Canned fish, 1,000 metric tons valued at \$333,000 (D).
 Herring, fish in brine, salted, 4,000 metric tons valued at \$1,400,000 (P).
 Evaporated milk, 3,500 metric tons valued at \$1,067,000 (D).
 Dry milk, 3,000 metric tons valued at \$847,000 (D).
 Cocoa powder, 1,000 metric tons valued at \$300,000 (S).
 Potatoes, 1,400 metric tons valued at \$120,000 (S).
 Miscellaneous, valued at \$200,000 (P).
 Barley, corn, grain sorghum, oats, rye and other grains, 7,000 metric tons, valued at \$1,000,000 (S), and 18,000 metric tons valued at \$1,500,000 (P).
 Livestock by-products, to value of \$5,000 (P).
 Seed potatoes, 7,000 metric tons valued at \$650,000 (P).
 Linseed, 900 metric tons valued at \$500,000 (P).
 Alcohol, 1,000 metric tons valued at \$270,000 (P).
 Malt, 300 metric tons valued at \$45,000 (P).
 Hops, 20 metric tons valued at \$4,500 (P).

Fuel and Petroleum Products—

Gas coal, 12,000 metric tons valued at \$252,000 (S).
 Bituminous coal, 84,600 metric tons valued at \$1,818,900 (S).
 Lubes and greases to value of \$490,000 (S).
 Asphalt, 5,000 metric tons valued at \$300,000 (S).

Forest Products—

Timber for boxes, 4,500 metric tons valued at \$250,000 (P).
 Timber for construction, to value of \$1,100,000 (P).
 Barrel staves, etc., 2,000 metric tons valued at \$105,000 (P).
 Woodpulp, 5,000 metric tons valued at \$1,100,000 (P).
 Cardboard, 75 metric tons valued at \$15,000 (P).
 Wrapping paper, 75 metric tons valued at \$22,000 (P).
 Roofing paper, 75 metric tons valued at \$12,500 (P).
 Insulation paper (to be locally processed), 25 metric tons valued at \$5,500 (P).
 Newsprint, 4,000 metric tons valued at \$800,000 (P).
 Blotting paper, 10 metric tons valued at \$5,000 (P).
 Other paper, to value of \$12,500 (P).
 Cellophane, 15 metric tons valued at \$60,000 (P).
 Ribbons for cables, 3 metric tons valued at \$3,600 (P).
 Paper bags (chiefly for cement), 15 metric tons valued at \$7,000 (P).
 Cigarette paper, 100 metric tons valued at \$110,000 (P).
 Photographic paper, 5 metric tons valued at \$18,000 (P).
 Photostat printing paper, 4 metric tons valued at \$10,000 (P).
 Abrasive paper, 20 metric tons valued at \$12,000 (P).

Metals—

Friction metals, 10 metric tons valued at \$20,000 (P).
 Zinc, 300 metric tons valued at \$90,000 (P).
 Nickel, 4 metric tons valued at \$3,200 (P).
 Copper, 450 metric tons valued at \$270,000 (P).
 Aluminum ingots, 250 metric tons valued at \$87,000 (P).
 Aluminum sheets, 750 metric tons valued at \$600,000 (P).
 Non-ferrous pipes, tubes and fittings, 200 metric tons valued at \$162,000 (P).

Metalware—

Axes, shovels, etc., 62 metric tons valued at \$20,000 (P).
 Hand tools, 125 metric tons valued at \$165,000 (P).
 Chains, 150 metric tons valued at \$66,000 (P).
 Metal fixtures, 100 metric tons valued at \$88,000 (P).
 Wire and wire products (excluding iron and steel black, galvanized, annealed and barbed wire), 2,000 metric tons valued at \$750,000 (P).
 Nails, bolts, screws and nuts, 100 metric tons valued at \$33,000 (P).
 Locks, keys, etc., 50 metric tons valued at \$44,000 (P).
 Fish hooks, 2 metric tons valued at \$7,000 (P).
 Scissors and shears, 8 metric tons valued at \$29,000 (P).
 Scales and weights for industrial and scientific purposes, 5 metric tons valued at \$7,700 (P).
 Drums and containers, 600 metric tons valued at \$110,000 (P).
 Tin cans, collapsed, to value of \$120,000 (P).

Gas cylinders, 5 metric tons valued at \$5,500 (P).
Needles and pins, 2 metric tons valued at \$7,000 (P).
Buckles and metal fittings, 2 metric tons valued at \$5,000 (P).
Other metal items, 10 metric tons valued at \$22,000 (P).

Non-metallic Minerals—

Mica, one metric ton valued at \$4,000 (P).
Miscellaneous minerals, such as kaolin, malta, chalk, talc, graphite, etc., valued at \$35,000 (P).

Textiles—

Rayon staple yarn, 5 metric tons over a period of six months valued at \$11,000 (P).
Rope and binder twine, 270 metric tons valued at \$136,000 (P).
Industrial textiles, such as silk for mills, olive oil cloth, sail cloth and silk fish lines, to value of \$250,000 (P).

Hides and Leather—

Hides, 2,000 metric tons valued at \$2,000,000 (P).
Material for inner soles and welts, 150 metric tons valued at \$78,500 (P).
Finished leather, consisting of utility grades for footwear uppers, to value of \$430,000 (P).

Rubber and Rubber Products—

Rubber thread and bands, 10 metric tons valued at \$15,000 (P).
Rubber and rubber covered hose, 10 metric tons valued at \$22,000 (P).
Rubber sheeting, to value of \$15,000 (P).
Linoleum and waterproofing, 20 metric tons valued at \$22,000 (P).
Other rubber products, including bakelite, to value of \$57,000 (P).

Machinery and Spares—

Engines and parts, to value of \$1,000,000 (S), and to the value of \$1,000,000 (P).
Well and pumping equipment, to value of \$1,000,000 (D), and to value of \$1,200,000 (P).
General machinery and spares, to value of \$3,000,000 (P).
Canning and processing equipment, to value of \$1,400,000 (D), and to value of \$1,500,000 (P).
Refrigeration and storage equipment, to value of \$750,000 (P).
Typewriters and accessories, to value of \$125,000 (P).
Adding machines, cash registers and duplicating machines, to value of \$25,000 (P).
Sewing machines and parts, to value of \$75,000 (P).
Other household machinery, to value of \$65,000 (P).
Radio and wireless spares, to value of \$50,000 (P).
Refrigerator spares, to value of \$10,000 (P).
Refrigerator assemblies, for butchers, to value of \$60,000 (P).
Civil aviation equipment, to value of \$60,000 (P).
Radio equipment for Hassani, to value of \$100,000 (P).

Vehicles and Other Transport Equipment—

Chassis for buses, 200 units valued at \$700,000 (P).
Tires and tubes, to value of \$1,700,000 (P).
Spares, to value of \$2,000,000 (P).
Bicycles, spares and accessories, to value of \$70,000 (P).
Bus body materials, to value of \$530,000 (P).
Tire repair shop (machinery and parts), to value of \$75,000 (P).
Tire repair materials, to value of \$425,000.
Automobile maintenance tools and bus body building equipment, to value of \$500,000 (P).

Pharmaceuticals, Drugs and Medical Supplies—

Requirements for state institutions, to value of \$900,000 (D).
Drugs and pharmaceuticals, to value of \$1,000,000 (P).
Raw materials for drugs and pharmaceuticals, to value of \$350,000 (P).
Laboratory supplies and equipment, to value of \$30,000 (P).
Surgical supplies and equipment, to value of \$250,000 (P).

Hospital supplies and equipment, to value of \$150,000 (P).
Dental supplies and equipment, to value of \$70,000 (P).
X-ray supplies and equipment, to value of \$175,000 (P).
Surgical dressings, to value of \$25,000 (P).

Chemicals, Paints and Dyes—

Industrial chemicals, 9,000 metric tons to value of \$2,000,000 (P).
Coal tar by-products, 120 metric tons valued at \$745,000 (P).
Other raw materials for dyes and paints, other than linseed oil, 800 metric tons valued at \$140,000 (P).
Varnishes and polishes, 25 metric tons valued at \$22,500 (P).
Fertilizers, such as ammonium sulphate, sodium sulphate, ammonium phosphate, phosphate rock and potassium sulphate, to value of \$1,500,000 (S).
Pesticides and insecticides, to value of \$200,000 (P).

Miscellaneous Industrial Raw Materials—

Petroleum by-products for manufacture of candles, including paraffin, 35 metric tons valued at \$45,000 (P).
Hat materials, 10 metric tons valued at \$36,000 (P).
Brush-making materials, 20 metric tons valued at \$20,000 (P).
Celluloid, vegetable glue, casein, etc., to value of \$50,000 (P).
Crude greases for industry, 70 metric tons valued at \$28,000 (P).
Tanning greases, 20 metric tons valued at \$28,000 (P).
Linseed oil, 60 metric tons valued at \$51,000 (P).
Umbrella materials, to value of \$20,000 (P).
Decolouring earth, to value of \$50,000 (P).
Ebonite in sheets, sticks, tubes, etc., to value of \$50,000 (P).

Electrical, Photographic, Optical and Scientific Supplies—

Electric bulbs, 100,000 units valued at \$15,000 (P).
Lamps and lighting equipment, to value of \$37,000 (P).
Scientific instruments for surveying, laboratory equipment for physics, chemistry, meteorology, astronomy, physiology, etc., to value of \$250,000 (P).
Scientific instruments for measurements, including density metres, drafting equipment, electrical meters, gas meters, etc., to value of \$300,000 (P).
Research and scientific instruments for agricultural purposes, to value of \$300,000 (P).
Optical instruments, microscopes and binoculars, to value of \$100,000 (P).
Spectacles, frames and glass for lenses, to value of \$75,000 (P).
Cameras and accessories for special use only, to value of \$15,000 (P).
Motion picture projectors and accessories, to value of \$10,000 (P).
Electrical instruments and apparatus, to value of \$56,000 (P).
Electrical accessories of bakelite, porcelain and glass, to the value of \$25,000 (P).

Miscellaneous Products—

Wicks to value of \$2,000 (P).
Wicks, percussion caps and gunpowder for industry, to value of \$60,000 (P).
Cartridges for hunting, to value of \$10,000 (P).
Ships' accessories, 10 metric tons, valued at \$20,000 (P).
Divers' suits, 3 metric tons, valued at \$20,000 (P).
Paint brushes, 1 metric ton, valued at \$4,000 (P).
Other brushes, 2 metric tons, valued at \$6,000 (P).
Protective masks, 1 metric ton, valued at \$8,000 (P).
Articles and tissues of hair and bristles for industrial use, 2 metric tons, valued at \$8,000 (P).
Industrial soap, 5 metric tons, valued at \$1,800 (P).
Toothpaste and powder, 1 metric ton, valued at \$1,750 (P).
Buttons, 2 metric tons, valued at \$5,000 (P).
Celluloid, amber, etc., articles for industrial use, to value of \$15,000 (P).
Lead and aluminum foil, 5 metric tons, valued at \$7,000 (P).
Type, 3 metric tons, valued at \$8,800 (P).
Typewriter ribbons, 2 metric tons, valued at \$8,800 (P).
Ink, 25 metric tons, valued at \$30,000 (P).
Books and periodicals, to a value of \$150,000 (P).
Gas mantels, 25,000 units, valued at \$2,750 (P).
Pegs and shanks, 5 metric tons, valued at \$4,250 (P).
Fishing equipment, to a value of \$750,000 (P).
Veterinary equipment and supplies, to a value of \$200,000 (D).

Reconstruction in France Will be Financed Through Forced Loan

Taxpayers have option of subscribing to loan or paying levy—Money to be used to pay for reconstruction and re-equipment expenditures in 1948 estimated at from 125 billion to 130 billion francs—Two national funds to be established for reconstruction and for modernization and equipment.

By Yves Lamontagne, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the second of two reports on the current economic situation in France. Dollar equivalents are based on the old rate of 119 francs per dollar.)

PARIS, January 26, 1948.—Reconstruction and re-equipment expenditures during 1948, which fall outside the ordinary budget, are estimated at from 125 billion to 130 billion francs (about 5 per cent of the national income), to be financed from the proceeds of an exceptional levy "to combat inflation", or by an optional forced loan. This levy, whose object is also to reduce surplus purchasing power, is imposed on persons and companies who were subject before January 1, 1948, to taxation on business, industrial, professional or agricultural profits, whatever their declared income might be. It is also payable by all persons who paid income tax on more than 450,000 francs income in 1946, the rate of the tax in this instance being 20 per cent on incomes of this size, rising to 40 per cent on incomes of over 3,000,000 francs. Taxpayers have the option of subscribing the equivalent of the levy to a ten-year three per cent loan, issued in three instalments, the first beginning on January 15, the other two beginning on February 16 and March 15 respectively. The proceeds of the levy have been estimated at 122 billion francs.

During 1947 about 130 billion francs were spent on reconstruction and about 100 billion francs on the modernization and equipment of the basic industries. These works were mainly financed by the nationalized banks. The treasury, however, was forced to repurchase almost an equivalent amount of treasury bonds, the government not having been able to secure the necessary funds by loans.

Credits have been granted to the Minister of Reconstruction for reconstruction and reparations due to war damages, as affecting private property. For 1948, contracts have been authorized up to a total of 270.5 billion francs, and payments have been approved for a total of 181.5 billion francs. These credits are distinct from those voted under the ordinary budget for the reconstruction and re-equipment of the public services. The Minister of Public Works and Transport has also been granted a credit amounting to 42.5 billion francs for the reconstruction of the commercial and fishing fleets. This program is to be financed by other means than those reserved for reconstruction, for example with the counterpart in francs of foreign credits.

Two National Funds to be Set Up

The government intends to set up two national funds, one for reconstruction, and the other for modernization and equipment, the latter to finance investments in basic industries and the modernization of the

national equipment, as called for in the "Monnet" plans. For the national reconstruction fund, the government will have recourse to a considerable extent to the proceeds of the "optional" forced loans.

For the national fund for modernization and re-equipment, the use of part of the proceeds of the sale, in francs, of commodities supplied by the United States under Interim Aid and, later by the Marshall plan, is considered a necessity. It is pointed out, in this connection, that under the terms of the agreement with France on Interim Aid from the United States, the greater part of the proceeds of such sales would be used either to reimburse the French national debt or to stabilize the French currency. Interim Aid to France granted by the United States from December 17, 1947, to the end of March, 1948, totals \$284,000,000, representing the cost of goods delivered to France, including ocean freight and other charges. The principal goods to be supplied include wheat, flour, coal, fats, petroleum products and nitrate fertilizers. These commodities are a gift to France by the United States. This fund will also be fed partly by a system of self-financing which will be arranged in connection with the determination of prices of the basic products of France's heavy industries.

Wages Increased in 1947 but Still Lag Behind Prices

In the face of constantly rising prices, wages and salaries were increased on several occasions during 1947, but they lagged continuously behind the cost of living. In January, 1947, the trade unions pressed for a minimum vital wage of 7,000 francs per month (\$59) and the government adapted to this figure wages which were abnormally low. Strikes broke out in the summer and the unions demanded that the minimum wage be fixed at 8,300 francs (\$70). The government thereupon granted an increase in wages of 11 per cent. In September there was renewed agitation for higher wages. In October the principal trade union set the vital minimum at 10,300 francs (\$87), and a severe wave of strikes swept over the country in November, paralyzing transportation and checking production in the coal mines and in the factories. Common sense, however, finally prevailed among many workers, who, appalled at the results of the strikes on the national economy, broke away from their main party. As a result, a general strike, aimed at by the Communist element, was avoided. At the end of December the government envisaged granting a minimum wage of about 10,500 francs as against 10,800 francs requested by the labour unions.

Budget Deficit Met by Loans from the Bank of France

Apart from increased wages and salaries, the rising deficit in the national budget constituted one of the main factors contributing to the increasing spread between purchasing power and the volume of goods available during 1947. Government expenditures were met by increasing recourse by the state to loans from the Bank of France, which increased from 72 billion francs (\$600,000,000) at the beginning of the year to 147 billion francs (\$1,235,000,000) at the end of December. During the same period the banknote circulation rose to the record level of 921 billion francs (\$7,740,000,000) on December 31, an increase of 187 billion francs (\$1,570,000,000) over the January 2, 1947, figure. The public debt, as on October 31, 1947, totalled 2,468 billion francs (including 378 billions for the foreign debt), compared with 2,196 billion francs on January 1, 1947.

Speaking before the French National Assembly on December 20, 1947, the Minister of Finance declared that inflation had reached a point where conditions in France closely paralleled the situation in Germany during

the period 1920-1923. This was indicated by the fact that the rate of increase in the franc-note circulation had risen sharply above the increase in prices, and that price rises were pushing money up at accelerated speed. The Minister added that a stop must be put to advances from the Bank of France to the State and that every effort would be made to balance the budget by paring down civil expenditures and by increased taxation, while reconstruction and re-equipment would be financed by an exceptional levy or an optional forced loan. The Minister also announced that the wages of labour would be increased, the basic wage to be 52·5 francs (44 cents) an hour as against 42·5 francs, and that the salaries of civil servants would also be raised, 100 billion francs to be used for this purpose. Furthermore, price control was to be removed from a large number of commodities, representing about 50 per cent of the total turnover, while ceilings would be retained on certain foodstuffs and basic products required by farmers or otherwise considered essential. Higher ceiling prices were to be fixed for certain categories of goods required by the basic industries. It was expected that as a result of this policy prices of manufactured goods would rise to parity with agricultural products, in which field prices have increased to a much greater extent than in industry. It was also stated that certain foodstuffs would be imported on a large scale with a view to bringing down domestic prices, for instance eggs from Denmark and frozen meat from Argentina.

The Minister announced that the foregoing measures, which were intended to bring order out of the internal chaos which France had experienced since the war, would be followed by other measures which would enable the currency to be stabilized, and would foster foreign trade.

Ceiling Prices Raised as Subsidies Discontinued

At the beginning of November, 1947, the government was faced with a major problem regarding the use of subsidies to hold down prices. The subsidy on coal had cost 18 billion francs (\$150,000,000) under the 1947 budget and it was found that 60 billion francs would be required in 1948. In certain basic industries the disequilibrium between cost prices and ceiling prices also pointed to the need for subsidies. The government finally decided against subsidies as it was essential to balance the budget. Ceiling prices were therefore raised so as to allow the coal mines and basic industries to meet their costs and also allow for a certain amount of self-financing. On November 8 the weighted average of wholesale prices, f.o.b. mine or factory, was raised by 60 per cent for coal, lignite, coke and agglomerates. On their receipts, mines and factories were to set aside for the execution of new works, for amortization or extensions, 100 francs per ton of coal, lignite and coke, and 20 francs per ton for agglomerates. The price of coal at the mines was raised from 1,350 francs to 2,160 francs per metric ton. It was estimated that the new ceilings would result in a 20 to 30 per cent increase in prices of manufactured goods. Provision was made to revise industrial prices in such a manner as to have as little influence as possible on the price of foodstuffs, textiles and pharmaceutical goods. As wages alone represent 70 per cent of the cost of production of coal, the effect of the 30 per cent increase in wages granted for this industry on December 31 last is plain, and for industrial goods a rise of over 35 per cent was later expected.

The General Confederation of Labour (C.G.T.) on January 21, 1948, expressed the view that the government's policy on prices tended to decrease real wages, the percentage increase of manufactured goods exceeding the percentage increase recently granted in the wages of labour. The C.G.T. pointed out that ceiling prices had risen as follows (percentages

in parentheses) since December 1 last: electricity (110), cement (65), household coal and gas (50), automobiles (50), semi-manufactures of iron and steel (50), pharmaceutical products (50), wood (45 to 100), fertilizers (25 to 55), clothing (25 to 50), transportation of goods (35 to 60). As a result the C.G.T. declared that the vital minimum wage now exceeded 58 francs per hour, or 11,600 francs (\$98) per month, corresponding to an increase of 10 per cent in the cost of living.

On January 5, the ceiling retail price of pasteurized milk was raised from 26 to 30 francs per litre, and common butter from 370 to 400 francs per kilogram (\$1.50 per pound). On January 18, retail prices for coal in Paris were increased by from 30 to 40 per cent. As a result, gas coke, for instance, retailed at 6,440 francs per metric ton, delivered in bags (over \$48 per short ton). Apart from raising ceilings the government had previously removed price control on a large number of commodities.

Government Plans to Balance 1948 Budget

The 1948 ordinary budget estimates provide for expenditures totalling 913 billion francs (\$7,610,000,000), broken up as follows (figures in parentheses in billion francs): civil expenditures, ordinary (415), extraordinary, for reconstruction and re-equipment (55); military expenditures, ordinary (205), extraordinary, for works and re-equipment (45), total 720 billion francs. Owing to the effect of higher salaries and prices, this total is increased by 193 billion francs, as follows: for civilian personnel, due to increased salaries, family allowances and war pensions (103); military (20); cost of materials (70).

On the other hand, revenues are estimated at 888 billion francs. Ordinary revenues, based on October, 1947, receipts, will total 685 billion francs. To this figure is added 203 billion francs, including increased revenues from a reform in the taxation system (30), new taxes, direct and indirect (108), resulting from higher wages (65).

There is a deficit of 25 billion francs. The government intends to cut down civil expenditures drastically, a reduction of 10 per cent being aimed at, and government departments have been asked to reduce civil expenditures by 33 billion francs before March 31, 1948. It is very likely, however, that supplementary estimates will have to be brought down in the course of the year. In July, for instance, salaries paid to government servants will have to be revised upward. In addition to the budget deficit, other charges will have to be met, such as financial assistance to the French National Railways, as well as treasury charges of various kinds.

Certain countries assess import duties by gross weight or legal weight which includes a certain amount of minor packing, or a combination of gross and net weights. The safe procedure is to ask the importer's advice on how goods should be packed and follow precisely his instructions. This may require a careful balance between weight for durability and lightness for customs purposes. When products are subject to duty according to weight, it is advisable to provide a carefully prepared packing list with the commercial invoice showing net and legal weight of each item in the case. This offers a certain protection from possibility of goods in the case being assessed a rate of import duty on any one individual product therein. *(See our ABC of Canadian Export Trade, page 19.)*

Cotton Featured Exports from Egypt In First Six Months of Last Year

Great Britain was principal market, followed by India, Italy, France and United States—Sixty-five per cent of Canada's exports in first half of 1947 consisted of wheat and flour, with lumber in third place—Value of imports from Egypt relatively small.

By Trade Commissioner Service, Foreign Trade Service

(One cantar equals 99.05 pounds)

COTTON featured Egyptian exports during the first half of 1947, shipments amounting to 953,084 bales of 719 pounds. Great Britain was the principal market, followed by India, Italy, France and the United States. A number of countries increased substantially their purchases of Egyptian cotton, notably Czechoslovakia, Hungary and Poland, with which agreements on a credit or barter basis were negotiated. While exports to Great Britain and the United States were also larger than in the previous year, actual purchases by these countries of the 1946-47 crop were much less, due to an accumulation of stocks. In the case of the United Kingdom, these equalled one year's consumption. The imposition by the United States of an import tax on long-staple cotton, together with the application of an import quota, tended to reduce purchases of the 1946-47 crop. The substantial increase in the amount of cotton bought by India is ascribed to that country's shortage of dollars, which necessitated the purchase of Egyptian rather than of American cotton.

An improvement in the statistical position of Egypt's cotton stocks has resulted from a reduction in the accumulation of long-staple high quality Karnak cotton, which threatened at times to affect adversely the position of that country. Supplies of this variety, which were estimated at 7,300,000 cantars for last season, including a carryover of 3,800,000 cantars from previous seasons, have been decreased by 3,750,000 cantars, although at a price sacrifice.

Egyptian Cotton Exports, by Countries

	1946-47	1945-46
	(Bales of 719 pounds)	
Great Britain	220,753	182,414
India	186,327	88,248
Italy	165,797	114,944
France	99,926	77,222
United States	91,934	46,535
Czechoslovakia	47,984	7,429
Switzerland	27,878	25,640
Spain	16,531	2,000
Belgium	14,233	9,151
Germany	10,477	....
China	10,280	7,895
Australia	8,551	2,915
Syria-Lebanon	6,202	6,129
Hungary	5,409	....
Holland	5,373	1,470
Greece	5,267	13,267
Palestine	4,917	3,825
Poland	4,787	2,579
Other countries	20,458	14,033
Total	953,084	605,696

According to official Egyptian trade statistics, exports from Egypt for the first six months of 1947 were valued at £E39,953,045 (Can.\$165,-

006,075), as compared with £E26,793,553 (Can.\$121,910,666) in the corresponding period of 1946. Cotton accounted for exports valued at £E34,264,068 and £E18,691,429 in the respective periods.

According to the Dominion Bureau of Statistics, Canada imported from Egypt during the first six months of 1947 goods valued at \$151,577, compared with \$166,030 in the corresponding period of 1946. Of these values, cotton accounted for \$78,078 in 1947 and for \$115,131 in 1946. The only other item of importance during the 1947 period was fresh onions, valued at \$48,713.

On the basis of Egyptian statistics, imports into that country during the first six months of 1947 were valued at £E46,267,425 (Can.\$191,-084,455), as compared with £E39,571,500 (Can.\$180,050,325) in the corresponding period of 1946. According to the Dominion Bureau of Statistics, shipments from Canada to Egypt during the respective periods were \$6,656,794 and \$6,575,755.

Canadian Exports to Egypt

	Unit	(January-June)			
		1946	1947	1946	1947
	Quantity	Value	Quantity	Value	Value
Total		\$6,575,755		\$6,656,794	
Wheat	Bus.	1,793,316	2,726,132	1,608,647	2,450,379
Flour of wheat	Bbl.	298,789	2,367,198	229,581	1,866,272
Potato starch	Lb.			600,000	48,000
Herrings (sea), canned	Cwt.	1,441	18,796	12,597	133,028
Sea fish, canned, n.o.p.	Cwt.	14	444	473	12,529
Milk preparations, n.o.p.	Cwt.	460	25,685	471	23,435
Logs, hardwood, n.o.p.	M Ft.	78	9,331	106	11,836
Planks and boards, cedar	M Ft.			423	50,003
Planks and boards, Douglas fir. .	M Ft.	8,724	381,675	12,180	1,050,256
Planks and boards, hemlock	M Ft.			158	13,606
Planks and boards, pine	M Ft.			1,551	144,885
Planks and boards, spruce	M Ft.	399	29,442	1,543	116,498
Book paper	Cwt.	10,425	71,700	4,816	46,048
Newsprint paper	Cwt.	39,194	146,377	15,868	72,428
Automobile parts			426,591		116,838
Lead in pigs, refined	Cwt.			3,000	33,452
Batteries (storage), parts			10,162		14,339
Medicinal preparations			14,792		23,420
Fertilizers, n.o.p.	Cwt.			11,020	26,999
Drugs, dyes, chemicals, n.o.p.			1,650		45,455
Aircraft parts					163,326

The Egyptian cotton year, ending on August 31, 1947, was more satisfactory than anticipated in view of the accumulated stocks and the world market situation during the early part of the year. Stocks of cotton on August 31, 1946, were almost 8,000,000 cantars. As the 1946-47 crop was slightly more than 6,000,000 cantars, and about 800,000 cantars more than that of the previous crop year, the quantity for disposal was nearly 14,000,000 cantars. This was 500,000 cantars more than for the previous season. Exports during the 1946-47 cotton year increased by more than 2,500,000 cantars, resulting in a reduction in the carryover at the start of the season of more than 2,000,000 cantars.

Egyptian Cotton Stocks

	1946-47	1945-46
	(Figures in Cantars)	
Stocks on August 31	7,823,788	8,241,644
Crop	6,065,736	5,221,000
Disposable quantity	13,889,524	13,462,644
Exports	6,955,472	4,413,178
Domestic consumption	1,054,404	1,043,000
Stocks on September 1	5,879,648	8,006,466

The favourable outcome of the 1946-47 season in Egypt is attributed to the poor cotton crop in the United States. Market conditions for the Egyptian cotton, prices for which had previously been considerably reduced, were further improved by an increase in the number of purchasers, especially from Europe, who wished to re-establish their cotton industries, or who turned to Egypt because of their shortage of dollars. The increased production of short-staple cotton varieties also contributed in making last season the most successful in recent years. Although exports during 1944-46 and 1945-46 were far below the 8,500,000-cantar figure average for prewar seasons, exports of nearly 7,000,000 cantars last season considerably narrowed the gap between prewar and postwar shipments. At the same time, the carryover has been reduced from 8,200,000 cantars in 1945 and 7,800,000 cantars in 1946 to 5,800,000 at the beginning of the 1947-48 crop year.

Belgian Congo Uses Motion Picture Films for Education of Natives

Library includes thirty-two obtained from National Film Board and others from Canadian Trade Commissioner—Substantial increase in number of spectators—Short films, with plenty of action, preferable.

By L. H. Ausman, Canadian Trade Commissioner

LEOPOLDVILLE, December 4, 1947 The Belgian Congo Government Information Service has embarked on an ambitious plan of education and instruction for the native population of the Colony by means of motion pictures. In addition to the regular programs arranged by the Information Service itself, institutions, schools, missions and commercial firms are being urged and encouraged to secure 16 mm. projection equipment for the purpose of providing entertainment and instruction for the Africans within the scope of their respective activities. All state schools are to be provided with projectors. Subsidized missions will receive one-half the cost of such equipment from the government, and private firms are urged in their own interests, as well as in the general interest of the native population supported by their activities, to provide themselves with equipment for visual education and entertainment.

The use of motion pictures among the natives developed on a comparatively large scale during the war. While films had been used to a minor extent by some of the missions and other organizations working with the Congo natives, it was not until the Congolese soldier went to North Africa and other battlefronts that the full value of this media of mass instruction was realized. The success of the film shows presented by the various Allied Welfare Services, at which Congolese soldiers were present, influenced the Force Publique to institute similar programs at home.

Later, a division of the Information Service was set up to organize the film service, not only for the troops but for the civilian natives as well. In 1944, the first mobile unit, secured from the Force Publique, was put into operation in the native city of Leopoldville, with a population of 110,000. These shows soon became very popular, and the government was quick to see the value of this means of approach to the native intellect and interest.

At first, the activities of the film unit were confined to natives living in the city, those who to some extent were already subject to certain European influences, and those somewhat removed from tribal conditions of living. The question in the minds of those responsible for this new feature was whether or not it would be useful also to the natives in their villages, for the most part untouched by European influence. The results of experiments in the interior amply justified the faith that had been placed in the efficacy of the film for use in the Congo. There were, of course, certain differences in reaction between the rural and urban audiences, but in general their tastes were similar.

Short, Action Films Most Suitable

Some of the factors influencing the choice of films are as follows:—

- (a) Short films (10 to 15 minutes) were preferable to long films.
- (b) Simple themes with plenty of action were best.
- (c) In the villages, the programs had to be shorter, with a fuller commentary and explanation in the local native language both before and after the showing of each film.
- (d) Films showing Congo scenes and aspects of native life were well received. This permits the useful development of instructional and moral films produced locally and with native actors. So far the production plans have advanced slowly, due to the shortage of equipment. In spite of this however, seven films are in course of preparation. These include such subjects as "The Cleanliness of the Body", "Carpentry", "The Farmer", "Native Handicrafts and Art". By means of such locally produced films, the defects of foreign films, produced for a totally different type of audience, will be to some extent overcome. The latter will still, however, be more and more in demand as the number of films shows increases.
- (e) European feature pictures and cartoons are not understood by the average native, because the theme is too complicated, develops too rapidly and changes from scene to scene too frequently. The scenery and settings distract their attention from the essential points of the story. It has been found, however, that travel, sports and animal films are most appreciated.

Large Increase in Film Showings

After two years of experience with the mobile vans, primarily in the Leopoldville area, and the distribution of films to organizations equipped to give shows throughout the Colony, it was reported that in 1946 some 230 programs were given to audiences totalling 350,000 natives. During the first three months of 1947, these figures had reached half-a-million spectators at almost 300 performances. As an indication of a continuous spectacular growth in this field, it may be mentioned that there were only 20 projectors in the Colony in 1946, whereas this year 80 more have been either purchased or are on order. Early in 1948, it is planned to equip 14 mobile units to cover the entire Colony, operating from centres in each of the six provinces and Ruanda-Urundi.

Film Library Created in Colony

The Information Service has been building up a film library which is at the disposal of all organizations throughout the Colony free of charge.



Belgian Congo—Social centre for native population of some 110,000 in Leopoldville.

Informative Service Photo.

At the end of 1946, it had 662 films available. At the present time it already has over 1,200 educational and recreational films, purchased in Belgium, France, England, the United States, South Africa and Canada. Canadian films include 32 purchased from the National Film Board and a number of others placed freely at its disposal by the office of the Canadian Trade Commissioner. The Information Service would always be interested in purchasing short films produced by Canadian organizations and firms, which might be useful for native presentation. Any such films offered gratuitously for the purposes indicated in this article would, of course, be gratefully received.

It might be added that a commercial distributor of films for native showing in the mandated territory of Ruanda Urundi has also enquired regarding the availability for sale of Canadian industrial and travel films. Interested Canadian firms should communicate with the Canadian Trade Commissioner in Leopoldville.

Congo Films Made for Foreign Distribution

In addition to the films produced for native showing, the Belgian Congo Information Service has made several exceptionally fine films for foreign distribution. These include such subjects as Congo Scenes and Life, both rural and urban, Native Art, and Boy Scout Activities. These are available for purchase by any interested Canadian organizations. During the visit last September to Leopoldville of the Hon. James A. MacKinnon, Minister of Trade and Commerce, a number of Canadian documentary films were presented to the Information Service in exchange for several of these Congo films which had previously been made available to the National Film Board for Canadian distribution. Enquiries should be directed to Pathé Film Laboratories, New York.

Bizonal Germany Exported Goods to Many Countries During Last Year

Aggregate of \$194,091,300 exported from British and United States Zones to sixty-five countries from January-November, 1947, through Joint Export/Import Agency—Leading buyers were United Kingdom, United States and Switzerland.

FRANKFURT, January 5, 1948.—(FTS)—An aggregate of \$194,091,300 in export products from the British/United States Zones of Germany have been delivered to 65 purchasing countries during the eleven-month period January to November, 1947, according to the Joint Export/Import Agency. An additional \$2,165,730 was reported for the first ten days of December. The agency, in its regular monthly report, records a total of \$185,098,200 in export contracts signed during 1947 to November 30, but delivery will extend up to 1948. Coal accounted for the major share of the year's total deliveries, totalling \$108,218,600, and timber exports were valued at \$34,799,000 for the ten months to October 31. Bulk purchases netted a further \$6,820,300. Other deliveries and services which yielded export dollars were: electric power, \$753,200; freight charters, \$3,405,100; ship repairs, \$5,093,100; rail and river charges, \$5,691,500.

Leading buyers from the bizonal area were, in order of contracts signed: the United Kingdom, \$28,985,500; United States, \$25,237,630; Switzerland, \$22,466,200; Belgium, \$11,103,000; Netherlands, \$10,483,000; Denmark, \$10,369,700; and Sweden, \$9,933,300. Other countries which have purchased manufactured goods from Bizonal Germany included, among others: Algeria, Argentina, Bahamas, Egypt, Ecuador, Pakistan, India, Teheran, Palestine, Saudi Arabia, Sierra Leone, Transjordan and Yugoslavia.

Many Manufactured Goods Sold on World Market

The report also reveals that, in addition to coal and timber, which may be sold with or without contract, a long list of manufactured goods have been sold on the world market. The major items of exported and manufactured goods included: machinery and machine parts, \$25,069,900; cotton goods and textiles, \$22,113,300; iron products, \$12,699,800; clay products and chinaware, \$9,001,600; dyestuffs and dye goods, \$5,237,000; chemical substances, earth and stones, \$1,443,400; and wine and beer, \$1,760,600.

Although the United States Zone accounted for a slightly larger volume of export contracts signed than the British Zone, the difference being approximately \$11,000,000, the great bulk of the sales of coal and timber were made without contract and came from the British Zone. September, 1947, marked the peak in export contracts signed during the year, and this rise was probably helped by the British sponsored trade fair at Hannover.

The report points out that the accentuation of the world's dollar shortage caused the drop during the following month from \$32,000,000 to \$22,000,000, and cites the "great resistance of the countries of Europe to the buying of anything outside the absolute necessities and a severe restriction on the import licence granted" as among the reasons for the decline. The report goes on to say "the trend has been evident since the summer following the non-convertibility of sterling and the gradual decrease

of the dollar resources of the countries concerned. In addition the severe cuts in electricity in the late summer and autumn seriously curtailed production."

Gold Mining in British Guiana Increasing

Port of Spain, January 21, 1948.—(FTS)—Large scale gold dredging developments in the Potaro District of British Guiana are anticipated during the next few months, following the arrival of new heavy equipment.



British Guiana—Kaieteur Falls, which are five times higher than Niagara. Waters of the Potaro River here drop 822 feet from a sandstone tableland into a deep valley.

In addition, upwards of a million dollars were spent on surveys by Canadian and United States companies in 1947. The results have been sufficiently satisfactory to warrant expansion of mining operations, although transportation difficulties are delaying the movement of equipment to the interior.

United Kingdom Production of Woollen Goods Unable to Meet Export Demand

Every effort being made to increase output—Acute shortages continue on domestic market—Quick turnover enables trade to finance heavy buying at current high prices—World market picture appears bright.

By M. J. Vechsler, Canadian Trade Commissioner

LIVERPOOL, January 12, 1948.—Production of woollen goods in the United Kingdom does not fill the export demand, though the industry is making every effort to increase the present output. Owing to the priority given to foreign requirements, acute shortages continue on the domestic market. Wool prices are higher than for the last twenty years, but the trade does not feel they are out of line when compared with the prices for other goods. Despite the prevailing high prices, woollen textiles are flowing freely into consumption as quickly as they are produced.

It is generally believed that the unsold stock position is very light. Heavy imports have been made for the first half of the Dominion wool marketing season. Most of this wool is now sold under contracts for yarns, tops and cloths. The wool required for the fourth and later months of the year is causing some concern to the wool importing firms.

Wool is coming forward in large quantities but it is going out in similar fashion. Since last October the average weekly consumption of wool in the United Kingdom was some 6,800,000 pounds in the topmaking trade and some 4,300,000 pounds in woollen spinning. In some quarters there were some misgivings as to the trade being able to finance heavy buying at today's prices, but the answer came through the quick turnovers that have occurred and are occurring.

International Picture Appears Bright

Wool trade opinion regarding the international picture appears equally bright. The Bradford wool trade correspondent of the *Yorkshire Post* and *Leeds Mercury* has pointed out that the United States, for example, has not only reduced the wool import duty by twenty-five per cent as from January 1, but the American Wool Council is reported to have stated that the United States must rely upon imports for some eighty per cent of its wool requirements, which for 1948 are estimated at 1,000,000,000 pounds, or seventy per cent more than before the war. The Netherlands is one of the few dark spots in the scene, as a temporary embargo has had to be placed by that government upon imports of wool and woollen goods owing to its foreign exchange situation. On the other hand, the United Kingdom trade looks forward to increased purchases of wool from Soviet Russia under special facilities offered through the Anglo-Soviet trade agreement. Wool for Germany is a commercial export so far as the trade in the United Kingdom is concerned, even though purchases for the British-American Zone are still made by the Joint Export-Import Agency. Hopes are entertained that more will find its way to the German domestic market, and already certain German import houses can operate in such things as forwarding and port clearance.

Trade and Tariff Regulations

Australia Establishes Basis for Imports from Dollar Countries

Sydney, January 31, 1948.—(FTS)—Australian licensing regulation, dated January 21, 1948, indicates that the licensing of goods of dollar origin imported during the year beginning July 1, 1948, is to be operated on a budget quota system related to importation during the year ending June 30, 1947, which is to be regarded as the base year.

Each importer is requested to declare his imports of goods from the dollar area during the eighteen months' period ended December 31, 1947, according to individual specifications set forth in the licensing regulation. The quantities and values outstanding as at January 1, 1948, on all valid licences issued for goods of dollar origin must also be declared. From this information the authorities will be in a position to make an assessment of the volume of imports from dollar countries during the past year and to establish the pattern of trade in the year commencing July 1, 1948. It must be understood, however, that even where information is requested by the licensing authorities on imports, it does not necessarily follow that the level of imports in 1948-49 will approximate those in the base year. In fact, in some instances import licences may not be granted. Until further details are received, no information is available regarding individual quotas to be allowed.

Licences to import specified goods during the year 1948-49 will not be issued to any importer who fails to furnish the required statements of importations and outstanding licences.

The dollar area includes: United States and dependencies, Canada, Newfoundland, Philippine Islands, Bolivia, Chile, Colombia, Costa Rica, Cuba, Dominica, Ecuador, Guatemala, El Salvador, Haiti, Honduras, Mexico, Nicaragua, Panama, Peru and Venezuela.

Mexico Amends Certain Import Duties and Tariff Items

Mexico City, February 11, 1948.—(FTS)—Import duties on three hundred and three tariff items were amended on February 9 by the Government of Mexico. The general trend of these changes is to reduce duties on raw materials and semi-manufactured goods and to increase the rates on manufactured and luxury items. The new duty rates are effective February 19.

Some of the new rates are: aluminum, 5 centavos per kilogram plus 10 per cent ad valorem; bar iron and steel, 10 centavos plus 25 per cent; glass, 3 centavos plus 5 per cent; copper wire of the one filament type, 10 centavos plus 25 per cent; iron and steel cable, 5 centavos plus 20 per cent; wire screen, 15 centavos plus 50 per cent; cotton piece-goods, 50 centavos plus 25 per cent; newsprint, 5 per cent; accumulators, 1 peso plus 35 per cent; sewing machines, 10 centavos plus 30 per cent; electric lamps, 15 centavos plus 50 per cent. Duties have been increased on hand and agricultural tools, electrical equipment, clothing, paper, lumber, chemicals, furniture and belting.

(The Mexican peso—100 centavos—currently equals 20.59 cents Canadian.)

Mexico Requires Import Licences for Many Products

Mexico City, February 11, 1948.—(FTS)—Effective today, import or export licences will be required for 488 items listed by the Government of Mexico. Among the products of interest to Canada are: sausage and

Trade and Tariff Regulations—*Concluded*

bologna, certain canned meats; fish oil; certain animal products; wheat and flour of wheat; unhulled ground oats; certain seeds; linen and jute manufactures; sawed lumber 5 inches or larger in least dimension, of cedar, Douglas fir, hemlock, spruce, and boards, planks and scantlings, less than 5 inches in least dimension of the same types of wood; plywoods; certain manufactures of wood, including doors, sashes and blinds, mouldings and trimmings; certain bars, plates, sheets and strips of steel; certain structural iron and steel; wire screen of iron and wire of iron or steel; certain hardware, including types of door locks and saws; copper tubing; copper wire, insulated or not; bars, rods, strips, sheets, of brass; certain zinc manufactures; electrical apparatus; electric motors of certain specification and parts; woodworking machinery and parts; specified medicinal preparations; specified pigments, paints, varnishes; soda and sodium compounds; and a large variety of chemicals.

No provision has been made for the entry of goods now in transit and, despite the belief that the decree will be revised to permit the importation of in-transit shipments, Canadian manufacturers or exporters of the goods now subject to licence should not ship until a revision is announced or import licences are definitely obtained by their agents in Mexico.

New Service to South Africa Planned

Commencing next April, the Christensen Canadian South African Line will inaugurate a monthly steamship service between Montreal and ports in South Africa, Portuguese East Africa and British East Africa. The company, A/S Thor Dahl, of Sandefjord, Norway, has under construction in Scotland three 15-knot motorships, the *Thorisle*, the *Thorstrand* and the *Thorshall*, which it is proposed to enter in this trade. Accommodation will be available for twelve passengers, and it is expected that the voyage from Montreal to Cape Town will be completed in twenty-one days. Kerr Steamships, Limited, Montreal, will act as general agents for this line.

In recent years there have been an increasing number of foreign trade visitors coming to Canada. Many of them are agents seeking representation but their members include buyers for departmental stores and importers from abroad. These visitors usually arrive in Canada with letters of introduction from the Canadian Trade Commissioners and banks abroad. In the case of a foreign trade visitor bearing a letter of introduction from the Trade Commissioner, it can be assumed that confidential information as to the status of the visitor is available at the Department of Trade and Commerce in Ottawa. It is the practice of the Department to notify the Boards of Trade, Canadian Manufacturers' Association and Canadian Exporters' Association of any known foreign trade visitors coming to Canada. In the case of foreign trade visitors seeking representation and, as a result of such visits, a Canadian firm already represented in that area abroad is considering switching its agency to the visitor's firm, it is strongly recommended that the Canadian firm consult the Trade Commissioner, or its bank, in the territory concerned, as to the merits of the respective agents before making any final decision. (See our *ABC of Canadian Export Trade*, page 15.)

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Gananoque—Chamber of Commerce.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Pembroke—Chamber of Commerce.

Quebec City—Board of Trade.

Renfrew—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—H. W. Brighton, Foreign Trade Service, Room 331, Marine Building.

Victoria—Dept. of Trade and Industry.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers' Association.

W. G. Stark, former Commercial Secretary, Canadian Embassy, Lima, Peru, is at present making a tour of Canada. During the course of the next few months he will discuss trade of Peru and Ecuador with businessmen across the country.

W. G. Stark

(Former Commercial Secretary, Canadian Embassy, Lima)

Montreal—February 23-March 10.

Pembroke—March 11.

Renfrew—March 12.

Ottawa—March 15-18.

Surplus Flaxseed Exchanged for Essential Oils

Surplus flaxseed and oil, available for export, are required under existing methods of trade for the purchase of other essential oils from foreign countries. Under present regulations, producers who delivered flaxseed to the Canadian Wheat Board are entitled to participate in any net profits that may accrue. This participation cannot be a clear-cut, commercial transaction, however, when so many arrangements between countries are involved. It has been decided to estimate and pay producers their proportion on the most fair and reasonable basis. During the current crop year 1947-1948, the Canadian Wheat Board is buying flaxseed at \$5 per bushel, on a basis of top grade of both eastern and western flaxseed at Montreal and Fort William-Port Arthur respectively. The Canadian Wheat Board has been authorized to pay a fixed and final payment of 50 cents a bushel to those producers who have delivered or will deliver commercial flaxseed to dealers acting as agents of the Board during the current crop year. This will involve the distribution of some \$6,000,000 to Canadian producers.

The Canadian Wheat Board has also been authorized to buy rapeseed and sunflower seeds in 1948-1949 on the same basis as in the current year, which is six cents per pound, on the basis of top grade for each, f.o.b. shipping points named by the Board.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques...	March 15-20	<i>Digby County</i>	March Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	March 15-20	<i>Digby County</i>	March Shipping
Algeria— Oran.....	February 24	<i>Marchdale</i>	Montreal Shipping
Argentina— Buenos Aires.....	March 18-22	<i>Royal Prince</i>	Furness Withy
Belgium— Antwerp..... Antwerp.....	February 23-29 March 29-30	<i>Mortain</i> <i>*Beckenham</i>	Furness Withy Cunard Donaldson
Brazil— Rio de Janeiro..... Santos.....	March 18-22	<i>Royal Prince</i>	Furness Withy
Ceylon— Colombo..... Colombo.....	February 23 March 20	<i>Seaside</i> <i>Rockside</i>	March Shipping March Shipping
China— Shanghai..... Shanghai..... Shanghai..... Shanghai.....	February 23 February 25-27 March 7 March 20	<i>Seaside</i> <i>Orestes</i> <i>St. Thomas</i> <i>Rockside</i>	March Shipping Cunard Donaldson March Shipping March Shipping
Cuba— Santiago.....	February 23-26	<i>Dufferin Bell</i>	Pickford and Black
Denmark— Copenhagen.....	March 8-15	<i>Ragnhildsholm</i>	Swedish American

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Port Said.....	March 8-10	<i>Bantam</i>	Cunard Donaldson
Suez.....	March 27-30	<i>Salatiga</i>	Cunard Donaldson
Alexandria.....	February 23	<i>Seaside</i>	March Shipping
Finland—			
Helsinki.....	March 8-15	<i>Ragnhildsholm</i>	Swedish American
France—			
Marseilles.....	March 7-11	<i>Capo Vita</i>	Furness Withy
Germany—			
Hamburg.....	March 29-30	<i>*Beckenham</i>	Cunard Donaldson
Gibraltar.....	March 10	<i>Liguria</i>	Montreal Shipping
Greece—			
Piraeus.....	February 24	<i>Marchdale</i>	Montreal Shipping
Hong Kong.....	<div> <div>February 23</div> <div>February 25-27</div> <div>March 7</div> <div>March 20</div> </div>	<div> <div><i>Seaside</i></div> <div><i>Orestes</i></div> <div><i>St. Thomas</i></div> <div><i>Rockside</i></div> </div>	<div> <div>March Shipping</div> <div>Cunard Donaldson</div> <div>March Shipping</div> <div>March Shipping</div> </div>
Iceland—			
Reykjavik.....	February 26-28	<i>Reykjafoss</i>	F. K. Warren
India and Pakistan—			
Bombay.....	February 23	<i>Seaside</i>	March Shipping
Madras.....	March 20	<i>Rockside</i>	March Shipping
Calcutta.....	March 20	<i>Rockside</i>	March Shipping
Italy—			
Genoa.....	March 10	<i>Liguria</i>	Montreal Shipping
Naples.....			
West Coast Ports...	March 7-11	<i>Capo Vita</i>	Furness Withy
Malayan Union—			
Penang.....	February 20-23	<i>Allegheny Victory</i>	Pickford and Black
Port Swettenham...	<div> <div>March 8-10</div> <div>March 27-30</div> </div>	<div> <div><i>Bantam</i></div> <div><i>Salatiga</i></div> </div>	<div> <div>Cunard Donaldson</div> <div>Cunard Donaldson</div> </div>
Mediterranean—			
Central and Western Areas.....	<div> <div>February 24</div> <div>March 10</div> </div>	<div> <div><i>Marchdale</i></div> <div><i>Liguria</i></div> </div>	<div> <div>Montreal Shipping</div> <div>Montreal Shipping</div> </div>
Morocco—			
Casablanca.....	February 24	<i>Marchdale</i>	Montreal Shipping
Netherlands—			
Amsterdam.....	March 29-30	<i>*Beckenham</i>	Cunard Donaldson
Rotterdam.....			
Netherlands East Indies—			
Batavia.....	February 20-23	<i>Allegheny Victory</i>	Pickford and Black
Batavia.....	<div> <div>March 8-10</div> <div>March 27-30</div> </div>	<div> <div><i>Bantam</i></div> <div><i>Salatiga</i></div> </div>	<div> <div>Cunard Donaldson</div> <div>Cunard Donaldson</div> </div>
Cheribon.....			
Samarang.....			
Soerabaya.....			
Newfoundland—			
St. John's.....	February 24	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	February 26-29	<i>Island Connector</i>	Newfoundland Canada
St. John's.....	Feb. 26-Mar. 1	<i>Newfoundland (r)</i>	Furness Withy
St. John's.....	Feb. 26-Mar. 1	<i>Fort Townshend (r)</i>	Furness Withy
St. John's.....	February 27-28	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	February 29	<i>Blue Peter II (r)</i>	Montreal Shipping

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—Con.			
St. John's.....	March 5-8	<i>Fort Amherst</i>	Furness Withy
St. John's.....	March 6	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	March 6-9	<i>Island Connector</i>	Newfoundland Canada
St. John's.....	March 10-12	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	March 15	<i>Blue Peter II (r)</i>	Montreal Shipping
St. John's.....	March 15-19	<i>Nova Scotia</i>	Furness Withy
St. John's.....	March 17	<i>North Pioneer</i>	Clarke Steamships
St. John's.....	March 21-23	<i>Mayhaven</i>	Shaw Steamships
Norway—			
Oslo.....	March 8-15	<i>Ragnhildsholm</i>	Swedish American
Stavanger.....			
Bergen.....			
Palestine—			
Haifa.....	February 23	<i>Seaside</i>	March Shipping
Philippines—			
Manila.....	February 25-27	<i>Orestes</i>	Cunard Donaldson
Poland—			
Gdansk.....	March 8-15	<i>Ragnhildsholm</i>	Swedish American
Portugal—			
Lisbon.....	March 10	<i>Liguria</i>	Montreal Shipping
St. Pierre et Miquelon.....	February 27-28 March 10-12 March 21-23	<i>Mayhaven</i> <i>Mayhaven</i> <i>Mayhaven</i>	Shaw Steamships Shaw Steamships Shaw Steamships
Siam—			
Bangkok.....	March 8-10	<i>Bantam</i>	Cunard Donaldson
Singapore.....	February 20-23 February 23 March 8-10 March 20 March 27-30	<i>Allegheny Victory</i> <i>Seaside</i> <i>Bantam</i> <i>Rockside</i> <i>Salatiga</i>	Pickford and Black March Shipping Cunard Donaldson March Shipping Cunard Donaldson
Sweden—			
Gothenburg.....	March 8-15	<i>Ragnhildsholm</i>	Swedish American
Malmö.....			
Norrköping.....			
Stockholm.....			
Trieste.....	February 24	<i>Marchdale</i>	Montreal Shipping
Tunisia—			
Tunis.....	February 24	<i>Marchdale</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	March 6-10	<i>Montreal City</i>	Furness Withy
Liverpool.....	Feb. 25-Mar. 4	<i>Valacia (r)</i>	Cunard Donaldson
Liverpool.....	Feb. 26-Mar. 1	<i>Newfoundland (r)</i>	Furness Withy
Liverpool.....	March 5-11	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	March 10	<i>*Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	March 15-19	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	April 7	<i>*Empress of Canada (r)</i>	Canadian Pacific
Liverpool.....	April 16	<i>Ascania (r)</i>	Cunard Donaldson
Southampton.....	March 5	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	March 24	<i>Aquitania</i>	Cunard Donaldson
Swansea.....	March 6-10	<i>Montreal City</i>	Furness Withy
Uruguay—			
Montevideo.....	March 18-22	<i>Royal Prince</i>	Furness Withy

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Antigua.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Antigua.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Antigua.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Antigua.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Bahamas.....	March 1-4	<i>Canadian Challenger</i> (r)	Canadian National
Bahamas.....	March 12-17	<i>Canadian Victor</i>	Canadian National
Bahamas.....	Mar. 25-Apr. 2	<i>Canadian Cruiser</i> (r)	Canadian National
Barbados.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Barbados.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Barbados.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Barbados.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Bermuda.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Bermuda.....	March 4-7	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Bermuda.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Bermuda.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
British Guiana.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
British Guiana.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
British Guiana.....	March 6-15	<i>Alcoa Polaris</i>	Canadian National
British Guiana.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
British Guiana.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Dominica.....	February 18	* <i>Lady Nelson</i> (r)	Canadian National
Dominica.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Dominica.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Dominica.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Grenada.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Grenada.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Grenada.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Grenada.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Guadeloupe.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Jamaica.....	February 23-26	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	March 1-4	<i>Canadian Challenger</i> (r)	Canadian National
Jamaica.....	March 12-17	<i>Canadian Victor</i>	Canadian National
Jamaica.....	Mar. 25-Apr. 2	<i>Canadian Cruiser</i> (r)	Canadian National
Montserrat.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Montserrat.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Montserrat.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
St. Kitts.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Kitts.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Kitts.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
St. Lucia.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Lucia.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Lucia.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Lucia.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
St. Vincent.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
St. Vincent.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
St. Vincent.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National
Trinidad.....	Feb. 21-Mar. 1	<i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	Feb. 27-Mar. 5	* <i>Lady Rodney</i> (r)	Canadian National
Trinidad.....	March 6-15	<i>Alcoa Polaris</i>	Alcoa Steamships
Trinidad.....	March 10-18	<i>Canadian Constructor</i> (r)	Canadian National
Trinidad.....	Mar. 26-Apr. 4	* <i>Lady Nelson</i> (r)	Canadian National

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques...	February 14-24 March 3-14 March 15-25 April 1-10 April 15-25	<i>Cabano</i> <i>Graigaur</i> <i>Cargill</i> <i>Cottrell</i> <i>Kawartha Park</i>	Elder Dempster Elder Dempster Elder Dempster Elder Dempster Elder Dempster
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	February 14-24 March 3-14 March 15-25 April 1-10 April 15-25	<i>Cabano</i> <i>Graigaur</i> <i>Cargill</i> <i>Cottrell</i> <i>Kawartha Park</i>	Elder Dempster Elder Dempster Elder Dempster Elder Dempster Elder Dempster
Australia— Sydney..... Melbourne..... Melbourne..... Sydney..... Brisbane..... Melbourne..... Sydney..... Brisbane..... Adelaide.....	Feb. 21—Mar. 1 March 18-27 April 20	<i>City of Portsmouth</i> <i>Australind</i> <i>A Ship</i>	Montreal Australia New Zealand Line Montreal Australia New Zealand Line Montreal Australia New Zealand Line
Belgium— Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp.....	February 26 February 28 March 7 March 8 March 10 March 14 March 15 March 22 March 31	<i>Mont Sandra</i> <i>Hedel</i> <i>Brant County</i> <i>Mont Alta</i> <i>Marchcape</i> <i>Beaverbrae</i> <i>Prins Frederik Hendrik</i> <i>Mont Sorrel</i> <i>Mont Rolland</i>	Montreal Shipping Shipping Limited Canada Steamships Montreal Shipping Montreal Shipping Canadian Pacific Shipping Limited Montreal Shipping Montreal Shipping
China— Shanghai..... Shanghai.....	February 25-29 March 23-28	<i>City of Swansea</i> <i>City of Lucknow</i>	McLean Kennedy McLean Kennedy
Ceylon— Colombo..... Colombo.....	March 5-10 April 5-10	<i>City of Lichfield</i> <i>City of Lyons</i>	McLean Kennedy McLean Kennedy
Colombia— Barranquilla..... Barranquilla.....	February 19-24 March 16-20	<i>Shakespeare Park</i> (r) <i>Apollo</i> (r)	Saguenay Terminals Saguenay Terminals
Dominican Republic— Ciudad Trujillo.... Ciudad Trujillo....	February 19-24 March 16-20	<i>Shakespeare Park</i> (r) <i>Apollo</i> (r)	Saguenay Terminals Saguenay Terminals
Egypt— Alexandria..... Port Sudan.....	March 5-10 April 5-10	<i>City of Lichfield</i> <i>City of Lyons</i>	McLean Kennedy McLean Kennedy
Eire— Dublin..... Dublin..... Dublin..... Cork.....	February 22-26 March 16-20 March 6	<i>Lord O'Neill</i> <i>Lord Glentoran</i> <i>Irish Larch</i>	McLean Kennedy McLean Kennedy Shipping Limited
France— Le Havre..... Le Havre..... Le Havre.....	February 26 March 7 March 22	<i>Mont Sandra</i> <i>Brant County</i> <i>Mont Sorrel</i>	Montreal Shipping Canada Steamships Montreal Shipping
Germany— Hamburg..... Hamburg..... Hamburg.....	February 26 March 10 March 31	<i>Mont Sandra</i> <i>Marchcape</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping Montreal Shipping

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Haiti—			
Port au Prince.....	February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
Port au Prince.....	March 16-20	<i>Apollo</i> (r)	Saguenay Terminals
Hong Kong.....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
	March 23-28	<i>City of Lucknow</i>	McLean Kennedy
India and Pakistan—			
Karachi.....	March 5-10 April 5-10	<i>City of Lichfield</i> <i>City of Lyons</i>	McLean Kennedy
Bombay.....			McLean Kennedy
Calcutta.....			McLean Kennedy
Madras.....			McLean Kennedy
Mexico—			
Veracruz.....	March 2-4	<i>Federal Pioneer</i>	McLean Kennedy
Netherlands—			
Rotterdam.....	February 26	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	February 28	<i>Hedel</i>	Shipping Limited
Rotterdam.....	March 7	<i>Brant County</i>	Canada Steamships
Rotterdam.....	March 8	<i>Mont Alta</i>	Montreal Shipping
Rotterdam.....	March 15	<i>Prins Frederik Hendrik</i>	Shipping Limited
Rotterdam.....	March 22	<i>Mont Sorrel</i>	Montreal Shipping
Rotterdam.....	March 31	<i>Mont Rolland</i>	Montreal Shipping
Netherlands West Indies—			
Curacao.....	February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
Curacao.....	March 16-20	<i>Apollo</i> (r)	Saguenay Terminals
New Zealand—			
Auckland.....	Feb. 21—Mar. 1 Late April	<i>City of Portsmouth</i> <i>A Ship</i>	Montreal Australia
Wellington.....			New Zealand Line
Lyttelton.....			Montreal Australia
Dunedin.....			New Zealand Line
Auckland.....	March 18-27	<i>Australind</i>	Montreal Australia
Wellington.....			New Zealand Line
Lyttelton.....			New Zealand Line
Northern Ireland—			
Belfast.....	February 22-26	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	March 16-20	<i>Lord Glentoran</i>	McLean Kennedy
Norway—			
Oslo.....	March 15-17	<i>Norefjord</i>	March Shipping
Kristiansand.....			March Shipping
Stavanger.....			March Shipping
Bergen.....			March Shipping
Philippines—			
Manila.....	February 25-29	<i>City of Swansea</i>	McLean Kennedy
Manila.....	March 23-28	<i>City of Lucknow</i>	McLean Kennedy
United Kingdom—			
Avonmouth.....	March 2-8	<i>Salacia</i>	Cunard Donaldson
Avonmouth.....	March 6-14	<i>Carmia</i> (r)	Cunard Donaldson
Avonmouth.....	Mar. 27-Apr. 3	<i>Norwegian</i> (r)	Cunard Donaldson
Glasgow.....	Feb. 26-Mar. 5	<i>Dorelian</i> (r)	Cunard Donaldson
Glasgow.....	March 13-20	<i>Moveria</i> (r)	Cunard Donaldson
Glasgow.....	April 6-13	<i>Delilian</i>	Cunard Donaldson
Glasgow.....	April 9-16	<i>Carmia</i>	Cunard Donaldson
Hull.....	March 16-20	<i>Consuelo</i>	McLean Kennedy
Leith.....	March 22-27	<i>Cairnavon</i>	Furness Withy
Liverpool.....	February 22-26	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	Feb. 29-Mar. 7	<i>Arabia</i> (r)	Cunard Donaldson
Liverpool.....	March 3-8	<i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	March 16-20	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	March 20-27	<i>Hillcrest Park</i>	Cunard Donaldson
Liverpool.....	Mar. 29-Apr. 7	<i>Port Sydney</i> (r)	Cunard Donaldson
Liverpool.....	April 7	<i>Empress of Canada</i> (r)	Canadian Pacific

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
London.....	March 3-9	<i>Beaverdell</i> (r)	Canadian Pacific
London.....	March 12-16	<i>Beaverburn</i>	Canadian Pacific
London.....	March 12-18	<i>Beaverlake</i> (r)	Canadian Pacific
London.....	March 16-25	<i>Port Melbourne</i> (r)	Cunard Donaldson
London.....	Mar. 25-Apr. 2	<i>Asia</i> (r)	Cunard Donaldson
Manchester.....	March 1-6	<i>Manchester Shipper</i> (r)	Furness Withy
Manchester.....	March 8-13	<i>Manchester</i>	
Manchester.....	March 15-20	<i>Commerce</i> (r)	Furness Withy
Manchester.....	March 22-27	<i>Manchester City</i> (r)	Furness Withy
		<i>Manchester Regiment</i> (r)	Furness Withy
Newcastle.....	March 22-27	<i>Cairnavon</i>	Furness Withy
West Indies—			
British Guiana.....	February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
Venezuela—			
La Guaira.....	(February 19-24	<i>Shakespeare Park</i> (r)	Saguenay Terminals
	(March 16-20	<i>Apollo</i> (r)	Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	(March 15	<i>Silversandal</i>	Dingwall Cotts
	April	<i>Radja</i>	Dingwall Cotts
Africa-South—			
Cape Town.....	March 15	<i>Silversandal</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	March	<i>Siranger</i>	Empire Shipping
Australia—			
Melbourne.....	February 26	<i>Wairata</i>	Canadian Australasian
Sydney.....	April 18	<i>Waitemata</i>	Canadian Australasian
Sydney.....	April 1	<i>Waitomo</i>	Canadian Australasian
Sydney.....	March 24	<i>Wairuna</i>	Canadian Australasian
Hobart.....			
Brisbane.....	February 26	<i>Mattawunga.</i>	Empire Shipping
Sydney.....	February 28	<i>Mongabarra</i>	Empire Shipping
Melbourne.....			
Adelaide.....	March	<i>Mirrabooka</i>	Empire Shipping
Belgium—			
Antwerp.....	February 25	<i>Argentan</i>	Empire Shipping
Antwerp.....	March 1	<i>Argentina</i>	Gardner Johnson
Antwerp.....	March 12	<i>Panama</i>	Gardner Johnson
Antwerp.....	March 22	<i>Seattle</i>	Gardner Johnson
Antwerp.....	April 25	<i>Paraguay</i>	Gardner Johnson
Burma—			
Rangoon.....	February 24-25	<i>India Mail</i>	American Mail Line
Rangoon.....	March 5	<i>Siloberguava</i>	Dingwall Cotts
Rangoon.....	March 23-24	<i>Washington Mail</i>	American Mail Line
Rangoon.....	April 5	<i>Samarinda</i>	Dingwall Cotts
Rangoon.....	April 23-24	<i>Oregon Mail</i>	American Mail Line

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
Canal Zone—			
Balboa.....	February 25	<i>Santa Adela</i> (r)	Gardner Johnson
Balboa.....	March 9	<i>Anchor Hitch</i> (r)	Gardner Johnson
Balboa.....	March 19	<i>Santa Juana</i> (r)	Gardner Johnson
Balboa.....	March 31	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Ceylon—			
Colombo.....	February 24-25	<i>India Mail</i>	American Mail Line
Colombo.....	March 10	<i>Manx Marine</i>	Dingwall Cotts
Colombo.....	March 18	<i>Lombok</i>	Dingwall Cotts
Colombo.....	March 23-24	<i>Washington Mail</i> (r)	American Mail Line
Colombo.....	April 23-24	<i>Oregon Mail</i>	American Mail Line
Chile—			
Arica.....	February 25	<i>Santa Adela</i> (r)	Gardner Johnson
Antofagasta.....			
Valparaiso.....			
Valparaiso.....	March	<i>Siranger</i>	Empire Shipping
China—			
Shanghai.....	Feb. 16—Mar. 1	<i>Lake Sicamous</i>	Anglo Canadian
Shanghai.....	Feb. 16—Mar. 2	<i>Lake Winnipeg</i>	Empire Shipping
Shanghai.....	March 1-2	<i>Island Mail</i> (r)	American Mail Line
Shanghai.....	April 1-2	<i>Java Mail</i>	American Mail Line
Shanghai.....	March 6	<i>Kookaburra</i>	Empire Shipping
Taku Bar.....	March 12-13	<i>China Mail</i> (r)	American Mail Line
	April 13-14	<i>Canada Mail</i>	American Mail Line
Colombia—			
Buenaventura.....	February 25	<i>Santa Adela</i> (r)	Gardner Johnson
Buenaventura.....	March 19	<i>Santa Juana</i> (r)	Gardner Johnson
Cook Islands—			
Raratonga.....	April 1	<i>Waitomo</i>	Canadian Australasian
Costa Rica—			
Puntarenas.....	March 9	<i>Anchor Hitch</i> (r)	Gardner Johnson
Ecuador—			
Guayaquil.....	February 25	<i>Santa Adela</i> (r)	Gardner Johnson
Guayaquil.....	March 19	<i>Santa Juana</i> (r)	Gardner Johnson
Fiji Islands—			
Lautoka.....	March 18	<i>Wairata</i>	Canadian Australasian
Suva.....			
Lautoka.....	March 24	<i>Wairuna</i>	Canadian Australasian
France—			
Le Havre.....	February 25	<i>Argentan</i>	Empire Shipping
Greece—			
Piraeus.....	March	<i>John B. Hamilton</i>	Empire Shipping
Guatemala—			
Champerico.....	March 9	<i>Anchor Hitch</i> (r)	Gardner Johnson
San Jose.....			
San Jose.....	March 31	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Honduras—			
Amapala.....	March 9	<i>Anchor Hitch</i> (r)	Gardner Johnson
Amapala.....	March 31	<i>Coastal Adventurer</i> (r)	Gardner Johnson
	March	<i>Andaman</i>	Gardner Johnson
	March 1-2	<i>Island Mail</i> (r)	American Mail Line
	March 12-13	<i>China Mail</i> (r)	American Mail Line
Hong Kong.....	March 14	<i>Castleville</i>	Balfour Guthrie
	April 1-2	<i>Java Mail</i>	American Mail Line
	April 13-14	<i>Canada Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
India and Pakistan—			
Bombay.....	March 18	<i>Lombok</i>	Dingwall Cotts
Calcutta.....			

Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
Con.			
Bombay.....	March 10	<i>Manz Marine</i>	Dingwall Cotts
Karachi.....			
Madras.....	February 24-25	<i>India Mail</i>	American Mail Line
Calcutta.....	March 5	<i>Silverguava</i>	Dingwall Cotts
	March 24-24	<i>Washington Mail (r)</i>	American Mail Line
	April 5	<i>Samarinda</i>	Dingwall Cotts
	April 23-24	<i>Oregon Mail</i>	American Mail Line
Italy—			
Genoa.....	March	<i>John B. Hamilton</i>	Empire Shipping
Japan—			
Yokohama.....	February 24-25	<i>India Mail</i>	American Mail Line
Yokohama.....	March 1-2	<i>Island Mail (r)</i>	American Mail Line
Yokohama.....	March 12-13	<i>China Mail (r)</i>	American Mail Line
Yokohama.....	March 23-24	<i>Washington Mail (r)</i>	American Mail Line
Yokohama.....	April 1-2	<i>Java Mail</i>	American Mail Line
Yokohama.....	April 13-14	<i>Canada Mail</i>	American Mail Line
Yokohama.....	April 23-24	<i>Oregon Mail</i>	American Mail Line
Keelung.....	Feb. 16—Mar. 2	<i>Lake Winnipeg</i>	Empire Shipping
Malayan Union—	February 24-25	<i>India Mail</i>	American Mail Line
Penang.....	March 14	<i>Castleville</i>	Balfour Guthrie
Port Swettenham...	March 18	<i>Lombok</i>	Dingwall Cotts
	March 23-24	<i>Washington Mail (r)</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	American Mail Line
Mexico—			
Manzanillo.....	March 9	<i>Anchor Hitch (r)</i>	Gardner Johnson
Acapulco.....			
Netherlands East Indies—	February 24-25	<i>India Mail</i>	American Mail Line
Batavia.....	March 5	<i>Silverguava</i>	Dingwall Cotts
Soerabaya.....	March 10	<i>Manz Marine</i>	Dingwall Cotts
	March 14	<i>Castleville</i>	Balfour Guthrie
	March 23-24	<i>Washington Mail (r)</i>	American Mail Line
	April 5	<i>Samarinda</i>	Dingwall Cotts
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	Balfour Guthrie
New Zealand—			
Auckland.....	March 18	<i>Wairata</i>	Canadian Australasian
Wellington.....			
Wellington.....	March 24	<i>Wairuna</i>	Canadian Australasian
	April 1	<i>Waitomo</i>	Canadian Australasian
	April 18	<i>Waitemata</i>	Canadian Australasian
Nicaragua—			
Corinto.....	March 9	<i>Anchor Hitch (r)</i>	Gardner Johnson
Palestine—			
Haifa.....	March	<i>John B. Hamilton</i>	Empire Shipping
Peru—			
Callao.....	February 25	<i>Santa Adela (r)</i>	Gardner Johnson
Mollendo.....			
Talara.....			
Callao.....	March 19 *	<i>Santa Juana (r)</i>	Gardner Johnson
Mollendo.....			
Philippines—			
Manila.....	March 1-2	<i>Island Mail (r)</i>	American Mail Line
Iloilo.....	March 14	<i>Castleville</i>	Balfour Guthrie
Cebu.....	April 1-2	<i>Java Mail</i>	American Mail Line
	April 14	<i>Francisville</i>	Balfour Guthrie
Manila.....	March 12-13	<i>China Mail (r)</i>	American Mail Line
Cebu.....	March 18	<i>Lombok</i>	Dingwall Cotts
	April 5	<i>Samarinda</i>	Dingwall Cotts
	April 13-14	<i>Canada Mail</i>	American Mail Line

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—Con.			
Manila.....	March 5	<i>Silverguava</i>	Dingwall Cotts
Iloilo.....			
Manila.....	February 24-25	<i>India Mail</i>	American Mail Line
Manila.....	March	<i>Andaman</i>	Gardner Johnson
Manila.....	March 6	<i>Kookaburra</i>	Empire Shipping
Manila.....	March 10	<i>Manx Marine</i>	Dingwall Cotts
Manila.....	March 23-24	<i>Washington Mail (r)</i>	American Mail Line
Manila.....	April 23-24	<i>Oregon Mail</i>	American Mail Line
Salvador—			
Acajutla.....	March 9	<i>Anchor Hitch (r)</i>	Gardner Johnson
La Union.....	March 9	<i>Anchor Hitch (r)</i>	Gardner Johnson
La Libertad.....			
San Salvador.....	March 31	<i>Coastal Adventurer (r)</i>	Gardner Johnson
La Libertad.....	February 25	<i>Santa Adela (r)</i>	Gardner Johnson
	February 24-25	<i>India Mail</i>	American Mail Line
	March 5	<i>Silverguava</i>	Dingwall Cotts
	March 10	<i>Manx Marine</i>	Dingwall Cotts
	March 14	<i>Castleville</i>	Balfour Guthrie
	March 18	<i>Lombok</i>	Dingwall Cotts
Singapore.....	March 23-24	<i>Washington Mail (r)</i>	American Mail Line
	April 5	<i>Samarinda</i>	Dingwall Cotts
	April 14	<i>Francisville</i>	Balfour Guthrie
	April 23-24	<i>Oregon Mail</i>	American Mail Line
Society Islands—			
Papeete.....	April 1	<i>Wailomo</i>	Canadian Australasian
Papeete.....	April 18	<i>Waitemata</i>	Canadian Australasian
Sweden—			
Gothenburg.....	March 1	<i>Argentina</i>	Gardner Johnson
Helsingborg.....	March 12	<i>Panama</i>	Gardner Johnson
Malmo.....	March 22	<i>Seattle</i>	Gardner Johnson
Stockholm.....	April 25	<i>Paraguay</i>	Gardner Johnson
Tonga—			
Nukualofa.....	April 18	<i>Waitemata</i>	Canadian Australasian
United Kingdom—			
Liverpool.....	Mid-March	<i>Pacific Exporter</i>	Furness Pacific
Manchester.....			
London.....			
London.....	Mar. 19-Apr. 3	<i>Lake Lillooet</i>	Western Canada
London.....	Mar. 30-Apr. 4	<i>Lake Babine</i>	Western Canada

Swiss Industries Fair Planned for April

The Swiss Industries Fair will be held for the thirty-second time in Basle from April 10 to April 20, 1948. For the benefit of visitors from North America, provision has been made by Swissair for transatlantic flights directly to Basle. Assistance in arranging trips to Switzerland will be rendered by the Swiss Legation in Ottawa and consular representatives in Montreal, Toronto, Winnipeg and Vancouver.

What to Export, Where to Export and How to Export are three basic questions confronting any firm entering the export trade. Success or failure depends on the consideration given to these questions and the care with which they are answered. (*See our ABC of Canadian Export Trade, page 11.*)

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—J. L. MUTTER, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de

las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—YVES LAMONTAGNE, Commercial Counsellor, Canadian Embassy, 3 rue Scribe. Territory includes Switzerland, Algeria, French Morocco and Tunisia.

Germany

Frankfurt—D. W. JACKSON, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Turkey.

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—RICHARD GREW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)

Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Foreign Trade Service Abroad—*Concluded*

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. BRITTON, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531.

Peru

Lima—C. J. VAN TICHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

South Africa

Johannesburg—J. H. ENGLISH, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
Cable address, *Cantracom*.

Cape Town—S. V. ALLEN, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, *Cantracom*.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, *Sleighting, London*.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, *Sleighting, London*.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, *Cantracom*.

United States

Washington—H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre. Territory includes Bermuda.
Cable address, *Cantracom*.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Feb. 9	Nominal Quotations Feb. 16
Argentina.....	Peso	Off.	•2977	•2977
		Free	•2475	•2495
Australia.....	Pound	....	3•2240	3•2240
Belgium and Belgian Congo.....	Franc	....	•0228	•0228
Bolivia.....	Boliviano	....	•0238	•0238
British West Indies (except Jamaica).....	Dollar	....	•8396	•8396
Brazil.....	Cruzeiro	....	•0544	•0544
Chile.....	Peso	Off.	•0517	•0517
		Export	•0322	•0322
Colombia.....	Peso	....	•5714	•5714
Cuba.....	Peso	....	1•0000	1•0000
Czechoslovakia.....	Koruna	....	•0200	•0200
Denmark.....	Krone	....	•2083	•2083
Ecuador.....	Sucre	....	•0740	•0740
Egypt.....	Pound	....	4•1330	4•1330
Eire.....	Pound	....	4•0300	4•0300
Fiji.....	Pound	....	3•6306	3•6306
Finland.....	Markka	....	•0073	•0073
France and French North Africa.....	Franc	....	•0046	•0046
French Empire—African.....	Franc	....	•0079	•0079
French Pacific Possessions.....	Franc	....	•0201	•0201
Haiti.....	Gourde	....	•2000	•2000
Hong Kong.....	Dollar	....	•2518	•2518
Iceland.....	Krona	....	•1541	•1541
India.....	Rupee	....	•3022	•3022
Iraq.....	Dinar	....	4•0300	4•0300
Italy.....	Lira	....	•0017	•0017
Jamaica.....	Pound	....	4•0300	4•0300
Malaya.....	Dollar	....	•4701	•4701
Mexico.....	Peso	....	•2059	•2059
Netherlands.....	Florin	....	•3769	•3769
Netherlands East Indies.....	Florin	....	•3769	•3769
Netherlands West Indies.....	Florin	....	•5302	•5302
New Zealand.....	Pound	....	3•2402	3•2402
Norway.....	Krone	....	•2015	•2015
Pakistan.....	Rupee	....	•3022	•3022
Palestine.....	Pound	....	4•0300	4•0300
Peru.....	Sol	....	•1538	•1538
Philippines.....	Peso	....	•5000	•5000
Portugal.....	Escudo	....	•0403	•0403
Siam.....	Baht	....	•1000	•1000
Spain.....	Peseta	....	•0916	•0916
Sweden.....	Krona	....	•2783	•2783
Switzerland.....	Franc	....	•2336	•2336
Turkey.....	Lira	....	•3571	•3571
Union of South Africa.....	Pound	....	4•0300	4•0300
United Kingdom.....	Pound	....	4•0300	4•0300
United States.....	Dollar	....	1•0000	1•0000
Uruguay.....	Peso	Controlled	•6583	•6583
		Uncontrolled	•5629	•5629
Venezuela.....	Bolivar	....	•2985	•2985

Trade Publications Available

ABC of Canadian Export Trade

Copies of this publication, prepared by the Export Division, Foreign Trade Service, may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.

Canadian Certified Seed Potatoes

Prepared for distribution abroad, in an effort to stimulate the export sale of potatoes, this illustrated folder specifies the six varieties most suitable for shipment to other countries, the classes of seed, and the three classifications. Other information of interest to prospective purchasers is included.

"Foreign Trade"

Reprint of January 4, 1947, anniversary issue, containing articles on the Canadian Trade Commissioner Service, the history of the *Commercial Intelligence Journal* and preceding weekly publications, short reports from trade commissioners throughout the world on their respective territories, with illustrations.

Economic Reviews

Reports on economic conditions in various countries, reproduced from the *Commercial Intelligence Journal* and *Foreign Trade*, as follows:

Argentina

Australia

British West Indies and British

Guiana

Central America

Chile

Colombia and Venezuela

French North Africa

India

New Zealand

Reprints of Special Reports

Articles appearing in the *Commercial Intelligence Journal* and *Foreign Trade* have been reprinted in pamphlet form for distribution by commodity officers and others receiving enquiries on the subject concerned, as follows:

Canadian Tobacco—Production and Consumption

Industrial Development in Canada

Canadian Toy Industry

German Industrial Plants Available for Reparation

Trade Procedure for Imports from Germany

The Influence of Geography on Import Trade

Foreign Trade Service Directory

This sets forth the functions of the six divisions of the Foreign Trade Service, with the directors and other leading officials of each. The government telephone numbers are shown for the convenience of exporters and importers. This includes a list of Canadian Trade Commissioners, with their respective postal and cable addresses, agencies associated with the Foreign Trade Service in the development of commerce with other countries, and a list of the Foreign Commercial Representatives in Canada. (This information, with revisions, is reproduced once a month in *Foreign Trade*.)

Trade Bulletins and Reports

Detailed information concerning Canadian foreign trade is compiled by the Dominion Bureau of Statistics, to which application should be made. This is issued on an annual, quarterly and monthly basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook* and a number of reports on specific commodities.

Discuss your Problems with

FOREIGN TRADE SERVICE

OTTAWA

EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,

KING'S PRINTER AND CONTROLLER OF STATIONERY

1948

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Toronto will be crowded to the limit during the period of the Trade Fair, but living accommodation will be definitely secured for those visitors who promptly forward the application which is enclosed with the official invitation. If you plan to come, please be sure to return this application immediately, in order that we may take care of you properly.

If you have not yet received an official invitation, one will be sent to you upon request. It will welcome you to a world market-place where the products of more than 25 nations will be displayed. You can examine, compare and order them on the spot.

Your nearest Canadian Trade Representative—his name is listed below—will provide you with all possible information about the First Canadian International Trade Fair.

DEPARTMENT OF TRADE AND COMMERCE

OTTAWA



CANADA

Example of an advertisement for the Canadian International Trade Fair, which is appearing in newspapers and other publications of seventy-five countries, prospective visitors from which are being advised that special facilities will be placed at their disposal in Toronto.